REPORT

OF THE

Commissioner of Crown Lands

OF THE

PROVINCE OF ONTARIO

FOR THE YEAR

1879.

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CONTENTS.

Commissioner's Report:— PAGE.

Crown Land Sales ..... v.
Clergy Land Sales ..... v.
Common School Land Sales ..... v.
Grammar School Land Sales ..... vi.
Collections and Revenue ..... vi.
Disbursements ..... vi.
Revenue Arising from Crown Timber ..... vi.
Free Grants ..... vi.
Crown Surveys ..... vi.
Municipal Surveys ..... vii.
Mineral Surveys ..... vii.
Colonization Roads ..... vii.
General Observations—Sales ..... vii.
" Woods and Forests ..... viii.
" Mines and Minerals ..... xvi.
" Free Grants ..... xvii.

Appendices:—

Return of Officers and Clerks in the Department 1
" Crown Land Agents for sale of lands 3
" " " for disposal of Free Grants 4
Statement of lands sold, amounts of sales and collections 5
" Gross Collections 6
" Receipts, considered as Revenue 6
" " " Special Funds 7
" Gross Disbursements 8
" Letters Received and Mailed 11
" Timber and amounts accrued from Dues, etc 12
" Revenue collected from Woods and Forests 14
Return of Crown Timber Agents 15
" Locations, Sales, etc., under Free Grants Act 16
Statement of Crown Land Surveys completed during the year 19
" " " in progress 20
" Municipal Surveys for which instructions were issued 21
" " " confirmed 22
" Mineral Lands patented in unsurveyed territory 23
" Work performed in Survey Branch 24

GRAMMAR SCHOOL LANDS.

There were sold of the Grammar School Lands, during the year 1879, 1,279 acres. The sales amount to $1,842, and the collections to $4,782. (*See Appendix No.* 4, *page* 5).

COLLECTIONS AND REVENUE.

The total collections in the Department, during the year, amount to $457,340, of which $378,746 may be considered as Revenue. (*See Appendices Nos.* 5 and 6, *page* 6).

DISBURSEMENTS.

The gross disbursements of the Department, for the year 1879, amounts to $201,499. (*See Appendix No.* 8, *pages* 8, 9 and 10).

REVENUE ARISING FROM CROWN TIMBER.

The accrual for timber dues, ground rents, etc., during the year 1879, is $342,894.69. (*See Appendix No.* 10, *pages* 12 and 13).

The amount collected on account of timber dues, ground rents, etc., during the year is $332,014.47. (*See Appendix No.* 11, *page* 14).

FREE GRANTS.

At the date of my last Report there were open for location under the Free Grants and Homestead Act, 94 Townships, and no further additions having been made during the year the number remains the same, that is to say, 94 Townships now open for location.

During the year 1879, 1,506 locations were made on 199,500 acres of land, 4,911 acres were sold to 123 locatees.

During the same period 1,018 lots located in former years were cancelled for non-performance of duties, and 513 Patents were issued to Free Grant settlers. (*See Appendix No.* 13, *pages* 16, 17 and 18).

CROWN SURVEYS.

The following surveys have been performed during the year. The Townships of Mowat, Wallbridge, McCraney, Ballantyne, Butt, and Paxton, in the Huron and Ottawa Territory, have been subdivided into farm lots of one hundred acres each, and the Townships of Bright and Bright Additional, Day, Gladstone, Parkinson and Wells, on the North Shore of Lake Huron, in the District of Algoma, into lots of three hundred and twenty acres each, all the above named Surveys excepting those of Wallbridge and Butt have been completed and closed.

The returns of the Townships of Nightingale and Finlayson, in the Huron and Ottawa Territory, surveyed into farm lots in 1878, not having been received at the date of my last Report, have been completed and closed during the year.

The particulars in relation to all these Surveys, with the Surveyors' Reports will be found in *Appendices Nos.* 14, 15 and 22 to 33, *pages* 19, 20 and 46 to 62.

MUNICIPAL SURVEYS.

Nine Municipal Surveys have been confirmed during the year, consisting of the establishing and planting of stone or other durable monuments at the angles of lots, or in concession lines in the Townships of Georgina, West Gwillimbury, Howard, Pickering, Raleigh, Ross, Scugog, Thorah, and Uxbridge.

Instructions were issued for eleven Municipal Surveys during the year; four of which, have been completed and returned to the office, and approved and are included in those above mentioned.

The particulars will be found in *Appendices Nos.* 16 and 17, *pages* 21 and 22.

MINERAL SURVEYS.

Nine hundred and thirty-nine acres on the North Shores of Lakes Huron and Superior, in unsurveyed territory, have been patented for mining purposes during the year, the purchasers furnishing to the Department, Surveyors' Plans, Field-notes, and Descriptions of the Survey of their locations as required by the "General Mining Act." (*See Appendix No.* 18, *page* 23).

COLONIZATION ROADS.

The total expenditure on Colonization Roads during the year 1879, amounts to $111,903.82, the particulars of which will be found in the Superintendent's Report. (*Appendix No.* 21, *pages* 26 to 45).

GENERAL OBSERVATIONS.

Sales.

The greater part of the Public Lands lying West of Toronto and South of Lake Huron having been disposed of and the chief part of the arrears due on former sales paid, there did not appear to be any further necessity for continuing the Crown Land Agencies established in the several counties with the exception of that for the County of Bruce. The Agencies for the Counties of Wellington, Huron, Perth and Grey have therefore been withdrawn and closed.

The moneys paid into the Department on account of the arrears due on former sales becoming diminished from year to year and the withdrawal from sale of so many Townships, embracing some of the best lands at the disposal of the Crown, and appropriating them as Free Grants, under the Free Grants and Homestead Law of 1868, are causing (as might be expected) a rapid diminution in the revenue arising from the sale of Crown Lands.

It has been generally supposed that the lands lying on the North Shore of Lake Huron between the Bruce Mines and French River were of a rocky and sterile character, and, with few exceptions, unfit for agricultural purposes, but a recent exploration and survey of several townships in that locality have shown that although the general features of the country are rough and rugged, there are found nevertheless, considerable tracts of land well adapted for settlement.

Parties seeking lands for settlement have had their attention drawn to these newly surveyed townships, and the consequence is that a considerable number of the lots are now occupied by squatters who report having raised excellent crops and express themselves well satisfied with their locations.

Many of the surveyed townships in the Muskoka, Parry Sound, Nipissing and Algoma Districts containing a large area of lands well adapted for agricultural purposes, are now occupied by squatters, some of whom have made extensive improvements, but the lands containing much valuable pine timber suitable for commercial purposes, and not being under license it has been found impracticable to place them in the market either for sale or location as Free Grants. It is hoped however that during the present Session of the Legislature such an Amendment will be made in the Act for the management of the Crown Timber as will justify the Department in opening the lands in these townships for settlement.

The Western extension of the Canada Central Railway having been completed to the distance of about 45 miles above Pembroke, and the remainder of the line from that point to its terminus at the east end of Lake Nipissing (a further distance of about 80 miles), being under contract and considerably advanced towards completion, it may be fairly assumed that the line will be nearly completed during the year 1880. This line will connect with the projected Sault St. Marie line, and it is probable that the Ontario Pacific Junction Railway will at an early day, be completed through the Muskoka and Parry Sound Districts, and form a junction with the said Railways in the vicinity of Lake Nipissing.

These lines when completed will pass through and open up a vast tract of country, much of which is good agricultural land, well adapted for stock-raising and dairy purposes. It also abounds in mineral wealth, and contains valuable pine and other timber suitable for commercial purposes.

WOODS AND FORESTS.

After having had to report for a number of years an unfavourable condition of the timber trade, it is gratifying to be in a position to announce that the year 1879 has shewn a decided improvement in what I consider the most important branch of the business viz.:—

SAWN LUMBER.

During the season just closed the American market has exhibited something like its old time activity, with considerable advance in prices, the latter being, however, neutralized, to some extent, by an increase in freight charge, owing to the great demand for vessels to carry grain, etc., a drawback which will be probably provided against during the coming winter by the building of additional tonnage.

The marked revival in the lumber business throughout the season may be looked upon as an indication that the trade has at last emerged from the gloom which has so long overshadowed it, and it may be reasonably expected that for years to come transactions will be fairly remunerative to shippers and dealers generally; a steady and continuous

market and profitable returns being preferable to inflated values such as obtained in 1872 and previous years.

With reference to sawn lumber, I would call the attention of Canadian saw-mill owners to a transaction which, in my opinion, should be both interesting and suggestive to them, inasmuch as it points to the opening up of a new outlet for the product of their mills, and, at the same time, an escape from the duty of $2 per thousand feet, which meets them on shipments to the United States and renders it almost, if not altogether, impossible for them to compete with lumber from Michigan, especially when prices in the foreign market are low—I allude to the fact that a shipment of inch and inch-and-a-quarter sawn lumber was lately made direct from the mills at Ottawa, *via* the Montreal, Ottawa and Occidental and North Shore Railways to Quebec to be laden aboard a vessel for Glasgow —the transaction referred to, so far as the dealers in Ottawa are concerned, was not one of speculation but an outright purchase at the lumber yards by the shippers; the prices realized on delivery at the yards in Ottawa were as follows:—one inch "shipping culls," $6 to $8 per M.; "log-run sidings," one inch, $9 per M.; a lot of one inch and one-and-a-quarter inch stuff (not classed) from $8.50 to $15 per M.; the total quantity forwarded by rail to Quebec being 451,407 feet, board measure, the vessel having a carrying capacity of 480,000 feet, board measure, that is equal to 800 loads of fifty cubic feet or 1,000 tons of forty cubic feet of square timber; the rate of freight across the Atlantic has not been ascertained nor the rate by rail from Ottawa to Quebec; the former is generally arranged by charter party in Britain and is fluctuating; the rate by rail is understood to have been very favourable to the shippers; but as the two railway lines mentioned are expected soon to be amalgamated and the shipment being one of a new and unusual character, which in the near future may assume large proportions, there was a reluctance to disclose the terms of transport.

Hitherto the produce of Canadian saw mills shipped to Europe has been in the shape of deals only, for the manufacture of which none but the very best of pine is brought into requisition, as the article is used on the other side of the Atlantic for fine finishing in buildings for which purpose the deals are cut up at saw mills into various thicknesses and dimensions after they reach the old country; the class of timber used in Canada for the manufacture of deals is not to be found in Europe and can meet with no competition in transatlantic ports, except from the United States, notably by deals from Michigan; the Baltic ports supply no pine of a texture fine enough for the uses to which American pine is applied; under the circumstances the shipment of inch lumber from Ottawa to Glasgow direct has an important significance, and it is hoped it may lead to such a change in the wood trade between this country and Europe as will not only result in profit to those engaged in it, but at the same time enhance the value of the pine forests in the lumber producing Provinces of the Dominion to which reference is made farther on in connection with the square timber trade.

The penetration of railways into the remote parts of the country as it proceeds will mark a revolutionary era in the timber trade; already where timber limits worked upon are remote the project has been entertained by saw-mill owners at Ottawa, of moving their miils from where they are now situated in the vicinity of the city, to localities nearer to the source of timber supply, a step which would do away with the tedious and

expensive process of bringing the saw logs by water to the Chaudiere, an operation which, owing to the falling off of the volume of water in the streams, in many cases extends into the second year and sometimes even to the third year after they have been cut in the woods before they reach the point of manufacture, during which time the owner of the logs not only suffers the loss of interest on the capital invested in the timber so delayed, but he also frequently sustains great loss of valuable timber in the course of transit.

The Canada Central Railway has already brought lumber from the mills at Pembroke which before the advent of that road would have been limited to the uncertainty of a local market, or otherwise the logs from which the lumber was produced subjected to the delay and expense of being taken to the saw-mills at Ottawa or even farther down the river as price or demand for the timber might render necessary or advisable.

When the Canada Central Railway reaches the vicinity of Lake Nipissing, and the proposed Ontario Pacific junction from Gravenhurst has been built, saw-mills will no doubt be erected on the lake, at which timber now locked up for the want of means of taking in supplies and the absence of a practicable outlet, will be manufactured into sawn lumber and speedily transported by either of the lines to points from which it can be shipped to Canadian or foreign markets; the only outlet at present from the extensive region referred to is by River Wahanapitae and French River, the former entering the latter at a short distance above where it empties into the Georgian Bay; no timber has been brought from the upper waters of the Wahanapitae, and the only venture of taking timber down French River was last winter, when some square pine was brought from South Bay, then rafted to Waubashene, and taken from thence by the Midland Railway to Port Hope, and finally by water to Quebec; the same party who brought down the square timber last year, it is understood, has entered into a contract with the Maganetawan Lumber Co. to cut, at South Bay, Lake Nipissing, a large quantity of saw-logs to be taken down French River and delivered in spring at Byng Inlet to be there manufactured into lumber.

SQUARE PINE TIMBER.

During the year the square pine trade has been in a state of utter stagnation, at least until a few weeks before the close of navigation, when it is understood that some large quantities of timber (principally the produce of the Province of Quebec) changed hands for shipment in spring, on the faith of an expected brisk demand in the British market next season; the prices obtained at these sales have not transpired.

The great loss sustained yearly by the Province and the Revenue from waste of valuable material in the manufacture of square and waney pine, especially in connection with the former which is hewn to a "proud edge," has for some time occupied my serious attention.

It is estimated on good grounds that one-fourth of every tree cut down to be made into square or waney timber, is lost to the wealth of the country, and that the revenue suffers proportionately:—When the tree is cut down it is lined off for squaring, and the "round" outside of the lines is what is called *beaten* off on the four sides; the wood thus beaten or slashed off in preparation for hewing by the broad axe is the prime part of the tree, from which the best class of clear lumber is obtained when the timber is taken in the

round to a saw-mill :—besides the destruction of timber of the finest texture and greatest value, there is the upper portion of the tree near to, and partly into the top, which would yield lumber, of an inferior quality it is true, but suitable either for domestic use or for export to the American market, where during general business prosperity, large quantities of the lower grades of lumber are required for packing and other purposes connected with trade of all kinds ; as much as one hundred million feet, it is stated, being sold annually, by two or three firms in Brooklyn and New York, to be used as boxes for packages of petroleum alone ; but the upper part of the tree is rejected by the square timber manufacturer, and left in the woods with the fine wood beaten off, to rot and become material for feeding fires in the forests, by which more timber has been destroyed than has ever been cut down for commercial purposes.

The following will shew the estimated loss to the Province and the Revenue from waste in getting out square pine, from 1868 to 1877, both inclusive :—Total quantity taken from public and private lands during the ten years, 119,250,420 cubic feet ; waste, one-fourth of each tree, equal to one-third of the total mentioned, viz. : 39,750,140 cubic feet, or say in round numbers 477 million feet board measure, which may be valued one-half at $10 per 1,000 feet, and one-half at $5 per 1,000 feet, representing relatively the prime timber beaten off and the inferior timber from the upper part of the tree, average value say $7.50 per 1,000 feet, equal to $3,577,500 loss to the Province for the ten years, or an annual loss in material wealth of $357,750.00.

The quantity taken from public lands during the ten years is 87,620,135 cubic feet, the waste on which on the basis given being equal to 29,206,711 cubic feet, or 350 million feet board measure subject to crown dues at $750 per million feet equal to $262,500 lost to the Revenue during the ten years, or at the rate of $26,250.00 per annum.

The loss to the country and revenue from timber destroyed by fires which might have been confined to a limited area, and possibly extinguished, before great damage had been done to the forest, had they not been fed by the debris of trees left to rot and dry, is incalculable.

In 1877 I instructed the officer in charge of the Woods and Forests Branch of the Department to prepare a paper on the subject of the waste of timber referred to, for the purpose of submitting it to the Department of Crown Lands, Quebec, with the view of joint action by the two Provinces, towards the discouragement of the further continuance of the square timber trade. On addressing himself to the task, he found that the lack of knowledge of the mode of dealing with the square timber after its arrival in the old country in the square "log," was a great drawback to writing intelligently on the subject, as it was essential to know how the timber was disposed of at the great centres of import such as Liverpool, London, Glasgow, &c. ; who the parties were who ultimately acquired the handling of it ; where it was cut up into specification bills to meet the wants of those who put the products of the "logs" after they had been reduced to the required dimensions, to practical use, &c., so that the Department might be in possession of facts more or less important, when it undertook to shew those who are engaged in the trade in Canada that in abandoning it, and thereby stopping the supply of square timber, they would create a market for their material on the other side of the Atlantic, in the shape of sawn lumber.

I have since procured some information on the points referred to, from which I learn

that the timber is imported direct by wealthy saw-mill proprietors, either by the venture of individuals singly, in so many cargoes each year, or the importation of a number of cargoes annually by several saw-mill men combined; or it is consigned by Canadian shippers to brokers or agents to be sold on commission; in the latter case, the timber is generally disposed of by auction at which the saw-mill owners purchase it, and any surplus over what they require for their own establishments they sell in small quantities, sometimes a few pieces at a time to builders and country dealers of limited means who have it sawn at small mills, *and often by hand*, at the villages in the interior for local wants. These saw-mill proprietors having virtually a monopoly of the lumber and bill stuff produced from the timber imported or purchased by them at auction sales, are naturally opposed to the introduction of wood goods into the market they supply in any other shape than in the square log as at present, but it is time that the Canadian lumberer, engaged in the square pine business, should open his eyes to the alarming waste of a material, the value of which is increasing every year; (that in fact he is stripping his limits and disposing of his timber frequently at a loss, or at best, during several years past, at a rate which seldom pays more than the cost of cutting down, squaring, drawing, and taking to market, while at the same time he leaves in the woods as useless one-fourth of each tree he levels to the ground, one-half of the timber so left being the most valuable part of the tree); and see the necessity of turning his attention to saw-milling operations as a more economical mode of manufacturing his timber, by which he would not only benefit himself by turning to profitable account what is now so wantonly wasted, but the Province generally, by increasing the field of labour for its people, while the Provincial Treasury would derive additional revenue from the material saved and utilized.

It may not be out of place to mention here that saw-milling is, to a certain extent, a factor in the settlement of the country, from the fact that many of the employés, from their steady habits and value as workmen, are kept in permanent employment summer and winter, in connection with the establishments, and are induced in consequence to take up lands in the vicinity, which are improved by the families of those having grown up children, and by hired help in the case of unmarried men, till ultimately considerable sections in the neighborhood of the mills become settled and cleared, with comfortable homes on the locations; while on the contrary, the men employed in getting out square timber are generally without fixed homes or continuous employment. Their engagements terminate in the spring; in the interim, until they re-engage for the following winter, they too frequently remain idle and spend their earnings in a reckless manner, and are penniless, and often in debt, when they return to the woods.

In view of what has been stated regarding the waste of valuable timber and consequent loss to the country and the revenue, it is to be hoped that those who hold timber limits and have confined their operations to the manufacture of square pine, will see the propriety and necessity of speedily reducing the production to the smalless possible extent with the object of wholly withdrawing from the trade at an early day.

I would here advert to information which has been furnished me through official correspondence with Mr. C. Berven, a gentleman in the timber trade in Britain. Mr. Berven informs me that, in his opinion, a large and profitable trade might be entered

into between Canada and the west coast of England, in mining timber and pit props, etc., which have so far been imported from Norway, Sweden, and Finland, to the east coast, but the transport by rail to the vicinity of the mines on the west coast being expensive, he considers that Canada could successfully compete with the Baltic source of supply, by shipping direct to the point of destination, by which rail transport would be avoided.

The following is a synopsis of Mr. Berven's reply to my letter of 12th of November, putting a series of questions on the subject referred to:

Pit props and mining timber, can be used of red pine, fir, tamarac (larch), in their round state with the bark mostly taken off, so that it can be stowed and handled better; some colliery people prefer the bark off altogether. Dimensions—3 inches diameter across the small end; 10 feet and upwards in length, with an average length of 18 to 19 feet; 4 inches diameter; 10 feet and upwards in length, average length, 16 to 17 feet; 5 inches diameter, average 17 to 18 feet in length. To stow these properly, short props can be sent as stowage in the following sizes: diameter at small end, 3 inches; lengths, 3½ and 4 feet; 4 inches, 4, 4½, 5, 5½, 6, 6½, 7 feet; 5 inches, 5, 5½, 6, 6½ feet; 6 inches, 5½, 6, 6½, 7 feet; 7 inches, 5½, 6, 6½, 7 feet.

SQUARE MINING TIMBER.

Same sort of wood 10 feet and upwards in length, average 25 to 26 feet in length, from 6 to 9 inches in diameter in the middle; this class of timber is shipped from Sweden, hewn square in the tree length, of course, tapering as the tree is shaped.

Partly squared Mining Timber, same sort of wood, same dimensions, not so well squared as the previous mentioned, usually having a wane of 1 to 2 inches.

TELEGRAPH POLES

of fir trees, to be round, hard-grown, straight, and felled between 1st November and 28th February, each tree to have the natural butt, and to be free of large and dead knots and other defects; length of poles in feet 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 45, 55, minimum diameter in inches at top end, 5, 5, 5½, 5¾, 6, 6, 6¼, 6¼, 6½, 6½, 6½, 6¾, 7, 7¼:—minimum diameter in inches 5 feet from butt, 7½, 7½, 8, 8¼, 8¾, 9, 9¼, 9¾, 10, 10¼, 10¾, 11½, 12¼, 13.

RAILWAY SLEEPERS.

These are of fir and are imported from Russia, of the following sizes, chiefly 8 feet 11 inches long 10 x 10 inches, 9 feet long 10 x 10 inches; they are imported in these sizes but are used for the railways 8 feet 10 x 5 inches, and 9 feet 10 x 5 inches; the wood in all cases to be straight, in order to bear the pressure; the fine grain would be best, but no well-grown wood is refused. With regard to the average annual imports for a series of years Mr. Berven says it would take him a long time to make up a proper statement, but his calculation is that on an average about 50,000,000 running feet of pit-props 3 to 4 inches at the top end; and 1 to 1¼ million cubic feet of 5 inch round timber, square and partly squared mining timber are the average annual imports into West Hartlepool.

The import has not been large this year, but as many as 60 to 80 cargoes, principally in steamers of 1,000 tons burthen, have been imported into the above port yearly for a

number of years. Mr. Berven says "this trade would be a profitable one to the west coast." Telegraph poles, 25,000 to 30,000, various lengths, could be taken yearly.

The average prices of props, delivered at Hartlepool during the last year, were about as follows, viz.:—

3	inch	long	props	4s.		per	72	running feet.
4	"	"	"	5s.		"	"	"
5	"	"	"	6s.		"	"	"
3	"	short	"	3s.	3d.	"	"	"
4	"	"	"	3s.	9d.	"	"	"
5	"	"	"	5s.		"	"	"

Round and partly square mining timber 32s. 6d. to 35s. 6d. per load of 50 cubic feet string or tape measure ($\frac{1}{4}$th girth). Square timber 40s. per load of 50 cubic feet calliper measure, square railway sleepers 10 x 10, 4s. each; telegraph poles 38s. to 42s. per load of 50 cubic feet string measure.

The prices mentioned are sterling money, and are the average for about ten years, prices have been very low of late, but are now rising; besides the articles enumerated, a very great quantity of wood of various descriptions, can be utilized and cut into different sizes for small tubs (used under ground in collieries), boxes &c., and small sleepers for tramways in the mines:—Birch for bobbins, &c., is also required $3\frac{1}{2}$ to 4 inches at top, to average 6 feet in length; the bark chipped off so that it may dry, the chipping off of the bark to be only here and there along the tree, leaving some bark on to prevent it from splitting; this is worth about 1s. per cubic foot at Liverpool, c. i. f. (cost, insurance and freight); ships are chartered principally per 1,500 running feet for 3, 4, 5, inch top, long props and short in proportion; round, partly square, and squared, per 50 cubic feet string measure; what is meant by round timber is poles 5 inch, to 6 inch at top ends, sold by $\frac{1}{4}$ girth measure, prices already mentioned. Mr. Berven concludes by saying, "I think the trade in timber between England and Canada, is not half cultivated and something should be done to bring it forward."

The characteristic of modern commerce is to seek out markets wherever they can be found, in which commodities to be disposed of can be sold to the best advantage, whether natural products in a raw state where the means of profitable manufacture do not exist where they are produced, or in a manufactured state when such means are available; and in proportion to the energy and enterprise used in pressing forward and occupying every vantage ground in trade, is the measure of success which attends individuals and communities. It is not usual in these days to wait until a customer comes knocking at your door to find out what you have for sale: to succeed, it is necessary that such should be made known far and wide; and to create a business of any magnitude, the first object is to find out what is required not only at home but abroad, *and having the article*, to calculate whether or not the field can be entered at a fair profit in furnishing what is wanted. In the Canadian timber trade there seems to have been no lack of energy, but in my humble opinion, it does not appear to have been accompanied by that kind of prudent enterprise which might be expected from the intelligent men who are engaged in it. The square pine manufacturers have been contented from year to year to go on bargaining with a

Quebec merchant to get out so many cubic feet of a certain average, for a price agreed upon; the merchant writes home to his agent or partner to effect sales, or goes himself or some one for him, for that purpose, or frequently ships on his own account the timber which the lumberer has contracted for and delivered to him. Not unfrequently the lumberer possessed of means gets out his timber without advances in money or supplies having been made to him, takes it to Quebec to sell it at the best price he can obtain from the dealers there. Sometimes this has succeeded better than contracting, but where the venture fails through a downward tendency in the market, or a rise in freights, it becomes a serious matter to hold it over, as cove charges and other incidentals rapidly effect a shrinkage in the value of the article. But so it has gone on since the early days of getting out square pine; the same well-trodden rut has been travelled; the same traffic in the timber in the crude shape of the square "log" has been continued without apparently the actual producer and quasi proprietor of the pine upon the timber limits reflecting on the waste of material, or the propriety and prudence of econominizing it and turning it to more profitable account.

Saw-mill owners, although they have had trying times during the past few years, are not generally so unfortunate as the operators in square pine, the trade in which is peculiarly fluctuating and uncertain. The former have always had more or less of a domestic trade, and, unless under extraordinary circumstances, such as the late prolonged depression, can depend on the United States for a market, with prices generally affording a reasonable profit, notwithstanding the American duty of $2 per 1,000 feet; and with these markets, domestic and across the line, they have hitherto seemed to be satisfied without seeking a European opening for their lumber.

I feel a delicacy in giving advice in this matter to parties who may very naturally say that they know their own business best, but nevertheless I would venture to observe that those in Canada engaged or interested in the trade in timber, which is next in value to agricultural products in the exports of the Dominion, viz.: In 1878—$20,054,829 and $27,281,089 respectively, should acquire a knowledge of and endeavour to cultivate a trans-Atlantic trade, and would suggest that a spirited effort should be made to extend the sawn lumber business to countries which have hitherto imported the timber in a crude state and manufactured it to suit their purposes. Already have the European and other markets been successfully invaded by the produce of industries of various kinds from the American continent, and there seems to be no reason why our great staple export should not meet with equal success.

It may seem out of place in this report, to indicate in anything like detail, the steps which might be adopted to carry out what has been hinted at, but a preliminary step would seem to be for a few saw-mill proprietors to join together and send to the Old Country two or three practical men having a thorough knowledge of lumbering, the different qualities of lumber produced in Canada, and the minutiæ of the working of saw-mills, who might be accompanied by one or two joiners or house-carpenters, to make technical observations as to the various uses and forms in which the lumber is applied Let these parties visit the larger saw-mills in England, Ireland and Scotland, and on the continent if deemed expedient, with sufficient time allowed to inspect and report on the whole subject to their employers, having specially in view the required dimensions of

boards and bill stuff, in all forms, which would suit the several markets; and also make inquiry as to freights, insurance, port charges, &c., and upon such report, and after due consideration, the parties interested would be in a position to come to a conclusion whether or not a fair paying business could be pushed in the direction indicated. The attempt would seem to be worth making; and if prepared assortments of Canadian lumber were exhibited in the principal markets of the Old Country, even although they may not take at first, which perhaps would be too much to expect, there is at least a prospect of success through the exercise of sound judgment, patience and perseverance.

MINES AND MINERALS.

All that part of the Province of Ontario composed of the rear Townships in the Counties of Lanark, Frontenac, Addington, Hastings, Peterboro' and Victoria are found to be rich in mineral wealth, their chief productions being gold and iron.

GOLD.

It will doubtless be within the recollection of many that at the time the famous Richardson Mine was discovered in Madoc, several parties not possessed of sufficient caution or practical experience in mining, met with serious losses in their endeavour to carry on mining for gold in the townships of Madoc and Marmora. This caused a reaction, and some years of depression in mining interests followed. Some parties, however, having confidence in the richness of the gold-bearing quartz, continued operations with varied success, and it has only been within the last eighteen months, when science and practical experience have been brought to bear that the richness of the Madoc and Marmora gold fields have been fully established. Large sums of money have recently been expended in the erection of improved machinery for crushing the rock and separating the gold from it, and those engaged in the business entertain the most sanguine hopes of success.

SILVER.

Some rich specimens of silver ore have been recently found in the vicinity of Three Mile Lake, in the Township of Ryerson, in the District of Muskoka. A company was formed in Buffalo last summer to work a mine in that township, and are said to have sunk a shaft to a considerable depth and are now drifting and following the vein. Those interested in the undertaking entertain sanguine hopes for the future.

IRON.

The Townships of Marmora and Madoc have been known for several years past to contain large deposits of iron ore, but the heavy costs of transportation combined with the low prices of iron, have until very recently deterred parties from utilizing the mines to any considerable extent, and it has been only within the last year that railroads have been carried into the interior by which facilities have been furnished for carrying away the ore, that the real value of the immense deposits in the counties of Hastings, Peterboro' and Victoria have become fully known.

The ore, particularly that which is obtained in the township of Madoc, is said to

be of the very best description found in America for the manufacture of Bessemer steel, and about 200 tons have been shipped from two of the Madoc mines daily for several weeks past to the United States, while a considerable quantity has been shipped from other mines to the same destination.

Iron ore is also found in large quantities in the Counties of Lanark, Frontenac and Addington, and some thousands of tons have been dug up within the last six years and conveyed to Brockville and Kingston and thence shipped to the United States. I am therefore led to hope that the iron interests in Ontario are about to assume large proportions.

LEAD GALENA,

containing a percentage of silver, has also been discovered in several of the back townships and worked to a considerable extent, but for some reason or other the works have been discontinued.

PHOSPHATES

have been discovered in the rear townships, and large quantities conveyed to Brockville and Kingston and thence shipped to Europe, but the price of the mineral having greatly declined, the enterprise has been suffered to languish, but it is hoped that better prices will soon be obtained, when phosphate mining will again be carried on with profit.

ASBESTOS

is said to have been discovered in the Township of Lake, from which several fair samples have been obtained, but the mine not having been properly opened its value cannot now bo ascertained.

MINING ON LAKE SUPERIOR.

Silver Islet appears to be producing its usual quantity of the precious metal, and mining operations in the other parts of the Thunder Bay District, although not carried on with increased energy during the year, have nevertheless, been sufficiently successful to inspire hopes for the future.

Prospecting has been carried on to some considerable extent in the neighbourhood of Pigeon River and on the Islands in the Lake of the Woods, and some rich specimens of gold bearing quartz are said to have been discovered, but the mines have not been sufficiently tested to determine their value.

FREE GRANTS.

A considerable decrease is found to have taken place in the number of locations this year, when compared with those of 1877 and 1878, the number in the former being 1,914, and in the latter 2,115; but this decrease may be easily accounted for. Firstly, by the preference given to the Prairie Provinces of the North-West; and secondly, by the fact that no new townships have been appropriated as Free Grants during the year, and the parties who would have been located there in due form, had the lands been open, have occupied them as squatters, and their names have consequently not been included in the list of locations for the year 1879. These newly surveyed townships were withheld from

location until an amendment would be made to the Act relating to the pine timber, which is expected to take place this Session, after which these townships will be thrown open, and the hundreds of parties who now occupy the lands as squatters will be located in due form.

Representations have been repeatedly made to my Department that the present practice of permitting females to take up lands under the Free Grants Act is open to great abuse, because a very small percentage only of this class of locatees ever comply with the regulations regarding settlement. In most cases the lands so located are secured for the benefit of the father, or other relatives, who already hold all the land the law allows and all they can conveniently work. The consequence is the lands remain unimproved, the progress of the settlement is retarded, and new settlers are forced to go farther back. Being convinced that these complaints are well founded, and finding upon inquiry that the experience of other Provinces which have adopted the Free Grant system has led them to the same conclusion, I have recommended the passing of an Act this Session changing the law in this respect.

Respectfully submitted,

T. B. PARDEE,

Commissioner of Crown Lands.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1879.

APPENDIX No. 1.

RETURN of Officers and Clerks in the Department of Crown Lands for the year 1879.

BRANCH.	Name.	Designation.	When appointed.	Salary per annum.	REMARKS.
				$ c.	
	Hon. T. B. Pardee	Commissioner	1873, Dec. 4th	4,000 00	
	Thos. H. Johnson.....	Assistant Commissioner.....	1869, Aug. 21st	2,800 00	
	Geo. Kennedy.....	Law Clerk	1872, Feb. 1st.....	1,800 00	
	H. A. Ford	Shorthand Writer and Clerk	1872, Aug. 1st	1,000 00	Resigned 6th December, 1879.
Free Grants and Sales	J. C. Tarbutt.....	Chief Clerk.	1841, June 1st	2,000 00	Resigned 31st December, 1879.
	A. Kirkwood	Clerk	1854, March 21st...	1,700 00	
	J. M. Grant	do	1860, May 12th	1,250 00	
	J. J. Murphy	do in charge of Free Grants ...	1872, May 1st	1,000 00	
	P. Alma	do	1871, Aug. 1st	850 00	
	Julian Sale.....	do	1871, Aug. 5th.....	750 00	
Surveys, Patents and Roads	Thomas Devine.....	Deputy Surveyor-General	1846, July 11th	2,000 00	Resigned 31st December, 1879.
	G. B. Kirkpatrick	Surveyor and Draughtsman	1866, Jan. 30th	1,250 00	
	W. Revell.....	Draughtsman.....	1871, Oct. 2nd	950 00	
	E. Fox.....	Chief Clerk, Patents	1857, Sep. 28th	1,380 00	
	A. J. Taylor	Clerk	1872, Oct. 1st.....	1,200 00	
	J. Innes	do	1848, Nov. 1st	1,100 00	Resigned 31st December, 1879.
	J. W. Bridgland.....	Surveyor and Superintendent of Colonization Roads	1856, Jan. 22nd	1,800 00	
	C. Cashman.....	Clerk	1872, Sep. 1st.....	1,000 00	
Woods and Forests	G. B. Cowper	Chief Clerk.....	1857, Oct. 14th	2,000 00	
	J. A. Macinnes	Clerk	1872, Dec. 20th	1,200 00	
	H. G. Langlois	do	1868, Aug. 1st	850 00	
	E. G. Kirby	do	1869, Aug. 1st	700 00	
Accounts	William Ford	Accountant.....	1852, April 10th ...	2,000 00	
	D. G. B. Ross	Book-keeper	1861, April 15th ...	1,250 00	
	R. H. Browne	Chief Clerk in charge of Agents' Returns	1862, May 14th ...	1,250 00	
	E. Leigh	Clerk.....	1873, Dec. 20th	750 00	

Return of Officers and Clerks in the Department of Crown Lands for the year 1879.

Branch.	Name.	Designation.	When appointed.	Salary per annum.	Remarks.
				$ c.	
Registry	J. Morphy	Registrar	1851, June, 1st	1,600 00	
	C. P. Higgins	Clerk	1873, July 1st	850 00	
	J. Bradshaw	Office-keeper	1852, March 27th	500 00	
	A. McDonald	Messenger	1862, May 19th	500 00	

WILLIAM FORD,
Accountant,

THOS. H. JOHNSON,
Assistant Commissioner.

Department of Crown Lands,
Toronto, 31st December, 1879.

APPENDIX No. 2.

List of Crown Land Agents for Sale of Lands, 1879.

Name.	District or County.	Date of Appointment.	Commission.	Remarks.
			$ cts.	
A. S. Cadenhead	Wellington	1870, Aug. 6	28 29	Agency closed 31st Dec., 1879.
Jno. F. Day	Part of Algoma District	1875, July 19	34 26	Appointed Free Grant Agent 1st July, 1879.
Hugh Hamilton	Huron	1872, Oct. 23	211 17	Agency closed 31st December, 1879.
William Jackson	Grey	1854, Nov. 3	171 40	" "
Alex. McNabb	Bruce	1851, April 29	316 35	
E. Perry	Part of Frontenac and Addington	1856, March 27		
J. McKibbon	" Victoria	1870, Nov. 24	33 58	
R. Macpherson	" Frontenac	1871, July 19	500 00	Salary per annum.
J. Sharman	Perth	1853, April 27		Agency closed 31st December, 1879.

WILLIAM FORD,
Accountant.

THOS. H. JOHNSON
Assistant Commissioner.

Department of Crown Lands,
Toronto, 31st December, 1879.

APPENDIX. No. 3.

List of Crown Land Agents for the disposal of Free Grants, 1879.

Name.	District or County	Date of Appointment	Salary per Annum.	Remarks.
			$ cts.	
D. Anderson	Part of Peterborough	1870, November 21st	500 00	
S. G. Best	do Parry Sound District	1875, March 23rd	500 00	
C. P. Brown	do Algoma	1872, June 25th	500 00	
J. Bowker	St. Joseph's Island	1871, July 17th	500 00	Dismissed 30th June, 1879.
Jno. F. Day	Part of Algoma District	1875, July 19th	500 00	
J. R. Dawson	do Frontenac and Addington	1877, January 17th	500 00	
E. Handy	do Parry Sound District	1878, January 3rd	500 00	
J. W. Fitzgerald	do Victoria, &c	1875, November 9th	500 00	
A. Kennedy	do Renfrew	1871, August 21st	500 00	
J. Mahon	do do	1875, March 31st	500 00	
T. McMurray	do Parry Sound District	1875, August 17th	500 00	Resigned 30th June, 1879.
H. MacKay	do do do	1879, July 12th	500 00	
J. Reeves	do District of Nipissing	1872, February 12th	500 00	
J. R. Tait	do Hastings	1869, May 28th	500 00	
Aubrey White	do District of Muskoka	1878, April 30th	500 00	
Amos Wright	do Thunder Bay District	1875, May 5th	500 00	

WILLIAM FORD,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

Department of Crown Lands,
Toronto, 31st December, 1879.

APPENDIX No. 4.

STATEMENT of Acres of Land Sold, Amount of Sales, and Amount of Collections for the year 1879.

SERVICE.	Acres Sold	Amount of Sales.	Amount of Collections.
		$ cts.	$ cts.
Crown Lands	25,071	25,489 47	45,670 22
Clergy Lands	2,488	3,063 36	20,186 49
Common School Lands	1,463	4,824 04	46,987 85
Grammar School Lands	1,279	1,842 61	4,782 56
Total	30,301	35,219 48	117,627 12

THOS. H JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31ST DECEMBER, 1879.

APPENDIX No. 5.

STATEMENT of Gross Collections of the Department of Crown Lands for 1879.

SERVICE.	$ cts.
Crown Lands	45,670 22
Clergy Lands	20,186 49
Common School Lands	46,987 85
Grammar School Lands	4,782 56
Woods and Forests	332,014 47
Casual Fees	389 45
Inspection Fees	197 65
Surveyor's Fee Fund	181 35
Settlers' Homestead Fund	292 88
Suspense Account	6,637 35
	457,340 27

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31ST DECEMBER, 1879.

APPENDIX No. 6.

STATEMENT of the Receipts of the Department of Crown Lands for the year 1879, which are considered as Revenue.

SERVICE.	$ cts.
Crown Lands	45,670 22
Woods and Forests	332,014 47
Casual Fees	389 45
Board of Surveyors	181 35
Inspection Fees	197 65
Settlers' Homestead Fund	292 88
	378,746 02

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31ST DECEMBER, 1879.

APPENDIX 7

STATEMENT of the Receipts of the Department of Crown Lands, for the year 1879, which are considered as *Special Funds*.

SERVICE.	$ c.	$ c.
Clergy Lands:		
Principal	12,664 25	
Interest	7,522 24	
		20,186 49
Common School Lands:		
Principal	25,467 78	
Interest	21,520 07	
		46,987 85
Grammar School Lands:		
Principal	3,716 40	
Interest	1,066 16	
		4,782 56
Total Collections		71,956 90
Refunds:		
Common School Lands		619 17

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1879

APPENDIX No. 8.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the year 1879.

SERVICE.	—	—	—
AGENTS' SALARIES AND DISBURSEMENTS.	$ cts.	$ cts.	
Commission.			
A. S. Cadenhead	28 29		
Jno. F. Day	34 26		
H. Hamilton	211 17		
William Jackson	171 40		
J. McKibbon	33 58		
A. McNabb	316 35		
		795 05	
Agents' Salaries.—Land.			
D. Anderson	500 00		
S. G. Best	500 00		
J. Bowker	250 00		
C. P. Brown	500 00		
Jno. F. Day	250 00		
J. R. Dawson	500 00		
J. W. Fitzgerald	500 00		
E. Handy	500 00		
Adam Kennedy	500 00		
J. Mahon	500 00		
R. Macpherson	500 00		
Thos. McMurray	250 00		
H. Mackay	235 90		
Jas. Reeves	500 00		
J. R. Tait	500 00		
Aubrey White	500 00		
Amos Wright	500 00		
		7,485 90	
Agents' Salaries.—Timber.			
Jas. F. Way	1,440 00		
J. A. G. Crozier	500 00		
J. B. McWilliams	2,000 00		
Thos. E. Johnson	1,600 00		
J. McDonald	150 00		
		5,690 00	
Agents' Postage.			
D. Anderson	16 60		
S. G. Best	13 97		
J. Bowker	5 84		
C. P. Brown	16 67		
A. S. Cadenhead	5 40		
Jno. F. Day	5 89		
J. R. Dawson	12 48		
J. W. Fitzgerald	24 88		
H. Hamilton	23 98		
W. Jackson	19 67		
Adam Kennedy	8 19		
J. Mahon	3 05		
T. McMurray	26 49		
H. Mackay	5 89		
Alex. McNabb	31 33		
J. R. Tait	15 74		
Aubrey White	78 50		
E. Handy	19 35		
		333 92	
Carried forward			

APPENDIX No. 8.—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the year 1879.

SERVICE.	——	——	——
	$ cts.	$ cts.	$ cts.
Brought forward	.....	.....	.....
Inspections.			
S. G. Best	5 20		
Jno. F. Day	105 75		
J. R. Dawson	7 35		
J. Mahon	5 40		
E. Perry	54 70		
A. White	116 00		
E. Handy	4 50		
A. Shaw	360 00		
J. S. J. Watson	16 00		
Jno. Green	35 00		
D. F. McDonald	559 10		
		1,269 00	
Miscellaneous.			
Jno. F. Day, Stationery	2 00		
A. White, Expenses to Toronto	20 50		
Jos. F. Way, Disbursements	460 00		
Thos. E. Johnson, do	73 50		
J. B. McWilliams, do	281 62		
A. J. Russell, do	52 18		
J. Wilson, Timber Services	297 50		
C. E. Belle, do	100 00		
G. B. Cowper, Espenses Seizing Geo. Randolph's Raft	56 00		
J. Shaw, do do	136 61		
E. Anderson, do do	61 00		
G. N. Matheson, do do	217 00		
W. J. Keays do do	10 00		
J. S. Thatcher, do do	112 90		
J. A. G. Crozier, Board at Toronto	68 75		
D. A. McDonald, Expenses seizing Crone & Paton's logs	85 00		
		2,034 56	17,608 43
Wood Ranging.			
J. Shaw	.....	1,142 06	
J. W. Smith	.....	1,007 09	
S. L. Soper	.....	100 00	
J. B. Turgeon	.....	650 00	
Geo. Bick	.....	1,186 73	
J. Brady	.....	640 00	
P. W. Freeman	.....	1,101 30	
S. M. Johnson	.....	1,591 58	
A. G. Judd	.....	905 15	
J. Kennedy	.....	680 40	
T. W. Lee	.....	698 22	
D. F. McDonald	.....	1,193 63	
W. Russell	.....	1,616 70	
J. B. Campbell	.....	415 00	
A. White	.....	248 25	
W. McGowan	.....	40 00	
N. Crowe	.....	525 00	
W. E. McLaughlin	.....	4 00	
J. J. Gough	.....	9 00	
J. Sharpe	.....	225 37	
F. B. Day	.....	24 00	
			14,003 48
Carried forward	.....	.....	.....

APPENDIX No. 8.—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the year 1879.

SERVICE.	—	—	—
		$ cts.	$ cts.
Brought forward	.....	.....	.....
Refunds	.....	.....	12,606 38
Colonization Roads	.....	.....	110,049 72
Surveys	.....	.....	35,844 26
Contingencies.			
Printing and Binding	.....	1,162 06	
Stationery	.....	1,366 66	
Postage	.....	825 00	
Fuel	.....	361 00	
Fireman	.....	547 50	
Night Watchman	.....	456 25	
Advertising	.....	83 95	
Subscriptions	.....	199 56	
Extra Clerks, not on permanent list, paid out of contingencies	.....	2,508 33	
Law costs	.....	528 00	
Sundries	.....	2,275 20	
			10,313 51
Two per cent. of duties collected on timber cut on road allowances paid to Municipalities	.....	.....	753 31
Board of Surveyors	.....	.....	320 00
	.....	.....	$201,499 09

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1879.

APPENDIX No. 9.

STATEMENT of the Number of Letters received and mailed by the Department of Crown Lands in the years 1876, 1877, 1878 and 1879.

YEARS.	BRANCHES.					Transferred to other Departments.	TOTAL.	Names Indexed.	Enclosures.	Orders in Council.	Returned, not called for at address.
	Sales and Free Grants.	Accounts.	Surveys.	Woods and Forests.	Colonization Roads.						
1876.....	11,897	2,146	893	1,968	1,328	48	18,280	23,300	35,000	25	77
1877.....	11,920	2,159	1,187	2,240	1,442	66	19,014	24,200	36,500	29	71
1878.....	12,366	1,931	1,081	2,013	1,562	58	19,011	24,200	36,500	22	93
1879.....	10,190	1,596	856	1,966	1,931	64	16,603	20,000	30,000	25	53

Letters mailed from the Department in 1876, 18,958; in 1877, 19,625; in 1878, 20,087; in 1879, 18,526.

JOHN MORPHY,
Registrar.

THOS. H. JOHNSON,
Assistant Commissioner.

Toronto, Dec. 31st, 1879.

APPENDIX

WOODS AND

STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

QUANTITIES AND DESCRIP

TERRITORIES AND NAMES OF AGENTS.	Area under License.	Saw Logs.				Oar Logs.
		White Pine.		Other.		
	Square miles.	Pieces.	Standards.	Pieces.	Standard.	Pieces.
Ottawa Agency. A. J. Russell, Agent	7,202	871,711	708,454	2,703	1,394	613
Belleville Agency. J. F. Way, Agent	1,203	728,117	416,470	6,314	3,127	.....
Western Timber District	7,679	665,505	489,112	.....	.....	.....
Total	16,084	2,265,333	1,614,036	9,017	4,521	613

GENERAL STATEMENT

QUANTITIES AND DESCRIP

TERRITORIES AND NAMES OF AGENTS.	Railway Ties.	Hemlock.		Maple.		Cedar, 16 feet.	
	Pieces.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Inches.
Ottawa Agency. A. J. Russell	9,627	.....	.....	1	43	.....	.....
Belleville Agency. J. F. Way, Agent	8,578	146	6,686	.....	.....	17,995	197,713
Western Timber District	.....	.....	.....	.....	.....	.....	.....
Total	18,205	146	6,686	1	43	17,995	197,713

G. B. COWPER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1879.

No. 10.

FORESTS.

Rent and Bonuses, during the year ending 31st December, 1879.

TIONS OF TIMBER.

White Pine.		Red Pine.		Boom and Dimension Timber.		Elm.		Ash.		Tamarac.	
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Standards.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
29,049	1,552,291	16,096	623,454	15,335	24,701	.....	.....	5	231	6	234
2,093	125,211	.....	.....	8,060	8,145	8	336	53	2,340	.....	.....
3,624	193,151	117	4,757	9,896	17,574	22	1,141	.....	.....	.....	.....
34,766	1,870,653	16,213	628,211	33,291	50,420	30	1,477	58	2,571	6	234

OF TIMBER, &c.—*Continued.*

TIONS OF TIMBER.

Cordwood.		Posts & Shingle Bolts.	Round Cedar.	Telegraph Poles.	Amounts Accrued.				
Hard Cords.	Soft Cords.	Cords.	Feet.	Pieces.	Trespass, &c.	Timber Dues.	Ground Rent.	Bonus.	Total
					$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
113	.....	29	75,365	1,358	2,471 52	137,998 84	14,761 00	1,971 24	157,202 60
.....	.....	782	15,312	.....	2,211 28	67,313 28	3,834 50	13 82	73,372 88
146	35	1,616	.....	.....	6,144 54	79,018 10	14,460 00	12,696 57	112,319 21
259	35	2,427	91,277	1,358	10,827 34	284,330 22	33,055 50	14,681 63	342,894 69

THOS. H. JOHNSON,
Assistant Commissioner.

APPENDIX No. 11.

Woods and Forests.

Statement of Revenue collected during the year ending 31st December, 1879.

	$ cts.	$ cts.
Amount of Ottawa collections, A. J. Russell	77,161 35	
" " McL. Stewart	73,096 45	
		150,257 80
Amount of Belleville collections, J. F. Way	61.900 32	
" " McL. Stewart	1,391 55	
		63,291 87
Amount of Western Timber District collections at Department	115,167 34	
" " McL. Stewart	3,297 46	
		118,464 80
		332,014 47

G. B. COWPER,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

Department of Crown Lands,
Woods and Forests Branch,
Toronto, 31st December, 1879.

APPENDIX No. 12.

List of Crown Timber Agents in the Province of Ontario, their Assistants, Names of Territories, Residences, dates of Appointments, and Salary allowed to each for his Services, during the year ending 31st December, 1879.

Names of Territories.	Names of Agents and Assistants.	Residence.	Date of Appointment.	Salary per annum up to 1st July, 1873.	Salary per annum from 1st July, 1873.	Remarks.
				$ cts.	$ cts.	
Upper Ottawa.....	A. J. Russell, Agent....	Ottawa City ..	1846, June.....	2,000 00	2,600 00	The Crown Timber Office, Ottawa, acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada, in the collection of slide-dues; the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	C. S. McNutt, Assistant.....	" ..	1858, April 13....	1,400 00	1,800 00	
	J. Ritchie, Clerk	" ..	1864, June 23....	1,000 00	1,400 00	
	A. J. Russell, jr., Draughtsman	" ..	1867, April 1	700 00	1,200 00	
	E. T. Smith, Clerk	" ..	1864, June 23....	650 00	1,000 00	
	J. Jackson, Messenger..... ..	" ...	1871, August 1 ..	300 00	300 00	
	J. McDonald, Deputy Slide-master and Chief Timber-counter.	" ..	1846, May 8.....	85 00	*	Additional to his salary of $535 per annum from the Department of Public Works, Ottawa.
	James Steen, Timber-counter...	" ..	1861, May 27 .. .	$2 per diem.	$2 per diem.	During season of navigation.
	John Redmond, Assistant and Boatman.....	" ..	1872, March 1....	"	"	" "
Belleville Agency.....	Joseph F. Way, Agent	Belleville.....	1854, May 6	1,440 00	1,440 00	
	J. A. G. Crozier, Clerk	"	1867, December 1	500 00	500 00	
Collector at Quebec ...	McLean Stewart, Collector.....	Quebec.... ...	1845, September 27	2,000 00	2,000 00	The remarks in connection with the Crown Timber Office, at Ottawa, respecting salaries, apply to the Collector's Office at Quebec.
	John McKay, Assistant.....	"	1864, June 1.....	1,200 00	1,200 00	
	William Miller, Clerk.....	"	1872, November 7	1,000 00	1,000 00	

* The Local Governments of Ontario and Quebec to pay Deputy Slide-master $150 each, in addition to amount paid by Public Works.

G. B. COWPER,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

Department of Crown Lands,
Woods and Forests Branch,
Toronto, 31st December, 1879.

RETURN of the number of locatees and of acres located; of purchasers and of acres sold to locatees; of lots which have been resumed for non-performance of the settlement duties; and of patents which have been issued—under the "Free Grants and Homesteads Act"—during the year 1879.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of lots the locations of which have been cancelled.	Number of Patents issued.
Brunel	Muskoka	Aubrey White, Bracebridge	11	1,589	2	18	15	30
Chaffey			36	4,064	4	302	26	28
Draper			20	2,412	2	7	13	13
Franklin			53	7,289	8	321	22	1
Macaulay			7	734	2	111	6	21
Medora			27	4,104	6	208	36	17
Monck			2	201	.....	.....	2	7
Morrison			4	722	.....	.....	5	3
Muskoka			11	1,579	4	184	18	20
McLean			33	4,628	2	133	27	22
Oakley			58	8,066	1	15	31	2
Ridout			37	4,878	1	33	19	2
Ryde			34	4,814	1	13	27	7
Stephenson			20	2,395	.....	.....	14	31
Stisted			34	4,396	2	106	38	17
Watt			9	915	2	113	12	14
Wood			1	170	.....	.....	1	1
Cardwell	Parry Sound	Hugh Mackay, Parry Sound	19	2,957	4	193	17	4
Carling			35	5,335	3	45	37	4
Christie			13	2,675	1	3	19	4
Fergusson			3	339	2	43	1	3
Foley			13	2,200	.....	.....	16	19
Hagerman			16	2,260	3	74	7	5
Humphry			12	1,155	.....	.....	10	11
Monteith			22	3,538	3	53	19	1
McDougall			13	2,229	3	94	15	7
McKellar			7	1,049	1	4	6	19
Chapman	Parry Sound	S. G. Best, Maganetawan	45	5,604	5	123	38	2
Croft			33	4,437	2	123	16	3
Ryerson			20	2,398	4	420	19	4
Spence			41	4,863	.....	.....	13	1

Armour	Parry Sound	E. Handy, Emsdale	74	9,865	7	350	61	1
McMurrich			48	6,629	2	93	50	.....
Perry			48	6,691	6	175	37	2
Anstruther	Peterborough	D. Anderson, Apsley	6	937	1	50	5	5
Chandos	do		38	5,093	3	167	23	5
Cardiff	Haliburton		30	4,079	2	22	12	5
Monmouth	do		32	4,584	5	124	19	1
Anson	Haliburton	J. W. Fitzgerald, Minden	2	189	.....	.....	1	2
Glamorgan			32	3,906	1	22	15	2
Hindon			4	371	.....	.....	2	1
Lutterworth			15	1,731	.....	.....	13	7
Minden			9	894	.....	.....	13	9
Snowdon			17	1,923	1	118	12	9
Stanhope			6	513	1	1	8	7
Bangor	Hastings	J. R. Tait, L'Amable	9	993	1	12	2	1
Carlow			11	1,138½	.....	.....	7	7
Dungannon			18	2,322	.....	.....	5	1
Faraday			20	2,775	.....	.....	3	2
Herschel			9	1,442	1	4	9	2
Mayo			6	773	1	27	7	4
Monteagle			16	1,891½	3	103	7	10
McClure			.....	.....	.....	.....	.....	1
Wicklow			1	187½	1	24	1	2
Abinger	Addington	J. R. Dawson, Ompah	1	100	.....	.....	.....	1
Denbigh	do		6	891	2	2	1	1
Clarendon	Frontenac		7	970	1	10	3	4
Miller	do		4	582	.....	.....	.....	.....
Palmerston	do		8	1,046	2	4½	.....	4
Alice	Renfrew	A. Kennedy, Pembroke	4	359	.....	.....	4	3
Buchanan			6	792	1	60	2	2
Fraser			.....	.....	.....	.....	.....	.....
Head			1	100	.....	.....	1	.....
Petewawa			16	2,059	1	98	5	8
Rolph			5	584	.....	.....	1	3
Wylie			2	300	.....	.....	.....	.....
McKay			.....	.....	.....	.....	.....	.....
Mattawan			1	75	.....	.....	.....	.....
Algona, South	Renfrew	James Reeves, Eganville	2	200	.....	.....	1	2
Do North			2	300	.....	.....	.....	.....
Grattan			16	1,914	2	6	5	22
Hagarty			6	600	1	2	5	10
Richards			5	796	.....	.....	.....	.....
Sherwood			3	600	.....	.....	.....	4
Wilberforce			7	700	.....	.....	.....	18

RETURN of the number of locatees and number of acres located, &c.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of lots the locations of which have been cancelled.	Number of Patents issued.
Brougham	Renfrew	John Mahon, Vanbrugh	2	156½	.....	.....	1	1
Brudenell			7	633	.....	.....	.....	12
Griffith			2	226	.....	.....	.....	3
Lyndoch			2	315	.....	.....	1	1
Radcliffe			5	600	.....	.....	.....	2
Raglan			3	473½	1	26	.....	.....
Sebastopol			3	197	.....	.....	2	1
Matawatchan			.....	.....	.....	.....	.....	1
St. Joseph's Island	Algoma	John F. Day, Bruce Mines	130	14,886	6	592	50	1
Plummer			13	1,972	.....	.....	8	.....
Aweres	Algoma	C. P. Brown, Sault Ste. Marie	.....	.....	.....	.....	.....	.....
Korah			9	1,262	1	40	5	.....
Parke			5	605	1	40	1	.....
Prince			12	1,793	.....	.....	6	.....
Blake	Thunder Bay	Amos Wright, Prince Arthur's Landing	2	320	.....	.....	.....	.....
Dawson Road			3	307	.....	.....	2	.....
Oliver			61	9,763	.....	.....	51	.....
Paipoonge			5	701	.....	.....	6	.....
Total	.....	.....	1,506	199,500	123	4,911	1,018	513

JOSEPH J. MURPHY,
Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1879.

APPENDIX No. 14.

STATEMENT of Crown Land Surveys completed and closed during the year 1879.

No.	Date of Instruction.	NAME OF SURVEYOR.	Description of Survey.	Amount Paid.	No. of Acres.
				$ cts.	
1	15th Sept., 1873..	F. F. Passmore	Certain Water Lots in the City of Hamilton	90 80	
2	23rd April, 1878..	Alexander Niven	Township of Nightingale	392 46	46,457
3	22nd May, 1878..	James Dickson	" " Finlayson	1,998 60	56,920
4	11th June, 1879..	Thomas Byrne	" " Mowat	5,062 12	72,316
5	12th June " ..	C. F. Chapman	" " McCraney	3,475 99	49,657
6	14th June " ..	James Dickson	" " Ballantyne	3,488 38	49,834
7	12th June " ..	J. K. McLean	" " Paxton	3,523 66	50,338
8	14th June " ..	Lewis Bolton	" " Bright & Bright additional	1,394 96	19,928
9	14th June " ..	M. J. Butler	" " Gladstone	1,599 36	22,848
10	14th June " ..	G. B. Abrey	" " Day	1,436 96	20,528
11	17th June " ..	Elihu Stewart	" " Parkinson	1,620 99	23,157
12	23rd June " ..	T. O. Bolger	" " Wells	1,631 00	23,300
			26th February, 1879, paid J. C. Smith for maps of Huron and Ottawa Territory	430 00	
			28th March, paid Rolph, Smith & Co. for lithographing 500 plans of Townships	137 50	
			21st April paid Copp, Clark & Co. for lithographing plans of Townships	543 00	
			9th July, paid Copp, Clark & Co. for maps of North Shore Lake Huron and Lake Superior	120 00	
			19th Sept., paid Superintendent of Indian Affairs for map	30 00	
			13th December, paid Thos. Shortend for exploring lands at Rainy River	108 05	
			31st December, paid Copp, Clark & Co. for maps of North Shore Lake Huron	70 00	
			31st December, paid Hart & Rawlinson for books	20 00	
				27,173 78	435,283

G. B. KIRKPATRICK.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1879.

APPENDIX No. 15.

STATEMENT of Crown Lands Surveys in progress on 31st December, 1879, and amounts advanced thereon up to date.

No.	Date of Instruction.	NAME OF SURVEYOR.	Description of Survey.	Amount Advanced.
				$ c.
1	11th June, 1879	David Beatty	Township of Wallbridge	5,000 00
2	12th June, 1879	J. J. McKenna	Township of Butt	3,000 00
				8,000 00

These surveys have been completed in the Field, but Final Returns not yet examined.

G. B. KIRKPATRICK.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1879.

APPENDIX No. 16.

COMPLETE STATEMENT of Municipal Surveys for which Instructions were issued during the year 1879.

No.	NAME OF SURVEYOR.	No.	Date of Instruction.	DESCRIPTION OF SURVEY.	Date when Confirmed.
1	C. G. Hanning	472	10th February, 1879	Survey of Lots 1, 2, 3 and 4 in the 4th concession of Georgina.	5th June, 1879
2	W. E. Yarnold	473	12th February, "	" 8th concession of North Gwillimbury	
3	James S. Laird	474	1st April "	" Part of Concession Line between concessions 3 and 4. Raleigh. Also part of Line between concessions 4 and 5, and the line between Lots 18 and 19 in said Township	24th July, "
4	John Shier	475	21st July "	" Lot 26 in 8th concession of Pickering	26th Nov., "
5	Hugh Wilson	476	26th July "	" 5th, 6th and 7th concessions of Grimsby	Cancelled.
6	Thos. C. Brownjohn	476a	17th October "	" 5th, 6th and 7th concessions of Grimsby	
7	W. E. Yarnold	477	24th October "	" Lots 29 and 30 in 8th concession of Township of Scott.	
8	W. E. Yarnold	478	25th October "	" Line in front of Lots 12 & 13 in 7th con. of Cartwright.	
9	Lewis Bolton	479	28th October "	" Lots 6 and 7 in 2nd concession of Arthur	
10	C. G. Hanning	480	4th November "	" Lots 35 and 36 in 4th concession of Uxbridge	25th Nov., "
11	C. G. Hanning	481	26th December "	" Lots 33, 34 and 35 in 4th concession of Uxbridge	

G. B. KIRKPATRICK.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1879.

APPENDIX No. 17.

STATEMENT of Municipal Surveys, confirmed during the year 1879.

No.	NAME OF SURVEYOR.	No.	Date of Instruction.	Description of Survey.	Date when Confirmed.
1	W. E. Yarnold	426	22nd May, 1876.....	Survey of Lots 19 and 20, in rear of the 2nd Concession of Thorah..	24th January, 1879.
2	H. Creswicke.....	445	4th July, 1877	" Lot 5, in 8th and 9th Concessions of West Gwillimbury..	29th " "
3	Wm. Bell	471	15th November, 1878.....	" part of line between the 5th and 6th Concessions of Ross.	4th February, "
4	C. G. Hanning	472	10th February, 1879.....	" Lots 1, 2, 3 and 4, in 4th Concession of Georgina	5th June, "
5	W. G. McGeorge	453	8th September, 1877.....	" Lots 7, 8, 9 and 10, in 2nd Concession of Howard.....	27th " "
6	W. E. Yarnold	470	4th November, 1878.....	" Lots 3 and 4, in the 11th Concession of Scugog	15th July, "
7	Jas. S. Laird	474	1st April, 1879	" part of line between 3rd and 4th and 4th and 5th Concessions of Raleigh, and the line between lots 18 and 19..	24th " "
8	C. G. Hanning	480	4th November, 1879.....	" Lots 35 and 36, in 4th Concession of Uxbridge	25th November, "
9	John Shier	475	21st July, 1879	" Lot 26, in 8th Concession of Pickering	26th " "

G. B. KIRKPATRICK.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1879.

APPENDIX NO. 18.

STATEMENT of Mineral Lands which have been patented in unsurveyed territory on the North Shores of Lakes Superior and Huron, in the Districts of Thunder Bay and Algoma.

No.	No. of Description.	PATENTEE.	DESCRIPTION OF MINING TRACT.	Acres.	Amount.	Date of Patent.
1	1132	Allen McQuarrie	Mining Location, Y 12, near the Township of Rutherford, North Shore of Lake Huron	87	87	13th March, 1879.
2	1145	Edward Sayer	Block of Land at Mouth of Mississaga River, North Shore of Lake Huron	556	556	24th June, 1879.
3	1147	Gardiner S. Moore..... ..	Mining Location, 24 T ($90\frac{35}{100}$ ac.), on Eagle Island, Northern Light Lake, and 25 T, Northern Light Lake ($78\frac{39}{100}$ ac.), Thunder Bay District	$168\frac{74}{100}$	$168\frac{85}{100}$	24th July, 1879.
4	1150	Gardiner S. Moore.....	Mining Location 28 T, North of Arrow Lake, Thunder Bay District	$127\frac{33}{100}$	$127\frac{33}{100}$	4th Aug., 1879.
				$938\frac{98}{100}$	$938\frac{98}{100}$	

G. B. KIRKPATRICK.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1879.

THOS. H. JOHNSON,
Assistant Commissioner.

APPENDIX No. 19.

STATEMENT of Work performed in the Survey Branch during the year 1879.

No.

1.—11 Instructions and Letters of Instructions for Surveys prepared and entered.

2.—12 Crown Surveys examined, completed and closed.

3.—12 Surveyors' accounts for surveys audited and closed.

4.—11 Reports to Council relative to Municipal Surveys drawn up and entered.

5.—11 Instructions for Municipal Surveys prepared and entered.

6.—9 Municipal Surveys examined and confirmed.

7.—4 Plans of Mining Locations examined.

8.—93 Plans of Private surveys examined.

9.—78 Plans to accompany Instructions prepared.

10.—567 Plans compiled and copied, besides Plans of Townships reduced and added to the engraved Maps.

11.—510 Letters relating to Surveys prepared, written and entered.

12.—21 Letters relating to Mining prepared, written and entered.

13.—2,139 Pages of Field Notes, &c., copied.

14.—81 Railway Plans and Books of Reference examined and certified.

15.—1,384 Patents issued during the year ending 31st December, 1879.

NOTE.—The foregoing Statement does not account for the time spent in furnishing information to parties applying personally at the Surveyor's Branch, who are unable to gain the information they require without assistance; much careful research into the old correspondence, plans, field notes, and other documents being necessary in order to insure reliability in the information given, which is frequently used as legal evidence in courts of law in disputed cases.

G. B. KIRKPATRICK.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1879.

APPENDIX No. 20.

STATEMENT of the Names of Candidates who have passed their Examinations before the Board of Examiners of Land Surveyors for Ontario during the year 1879.

PRELIMINARY CANDIDATES PASSED.

Fletcher Huffman.
William Lyon Mackenzie.
Norval Wardrop.
Hugh McGrandle.
Robert William Coldwell.
Walter Stanley Davidson.
Daniel Leavens Sanderson.
Arthur Jabez Van Nostrand.

FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

Josiah Gershom Sing,
Richard Birdsall Rogers.
Charles Edward Fitton.
Alfred Edmund Morris.
Clemens Dersteine Bowman.
Archibald Westmacott McVittie.
George Ross.
Richard Coad.
John McKenzie Moore.
John Duncan McNab.

The Board of Examiners of Land Surveyors for Ontario meets at the Office of the Commissioner of Crown Lands, on the first Monday in each of the months of January, April, July and October in every year, unless such Monday be a holiday (in which case it meets on the day next thereafter, not being a holiday). Section 6, chapter 146, Revised Statutes of Ontario.

PRELIMINARY EXAMINATION.

All persons before they can be apprenticed to a Provincial Land Surveyor must pass a satisfactory examination before the Board of Examiners in the following subjects, viz. :—Vulgar and Decimal Fractions, Extraction of Square and Cube Root, Practical Geometry, Euclid, Plane and Spherical Trigonometry, Mensuration of Superficies, and the use of Logarithms ; correct Spelling and good Writing required.

FINAL EXAMINATION.

Final candidates, before obtaining a license to practise, undergo a strict and searching examination before the Board of Examiners as to their proficiency in Euclid ; Plane and Spherical Trigonometry ; Calculation of Areas by means of the Traverse Tables, &c.; Laying out and Dividing up of Land ; the Adjustment and Use of the Transit or Theodolite ; Astronomy, including the calculations necessary to determine the Latitude by meridian altitudes of the sun, moon or stars, or by double altitudes ; Method of determining Time ; of finding the time when any star passes the Meridian, with the time of its Elongation, Azimuth Angle and Variation of the Compass ; the Method of Keeping Field Notes ; Drawing up Descriptions by Metes and Bounds for insertion in Deeds ; taking Affidavits in the matter of disputed Boundaries ; the Law regulating Surveys ; Geology ; and also as to their proficiency as Draughtsmen.

G. B. KIRKPATRICK.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1879.

APPENDIX No. 21.

REPORT

ON

COLONIZATION ROADS AND BRIDGES,

FOR THE YEAR 1879.

To the Honourable T. B. Pardee,
Commissioner of Crown Lands.
Ontario.

Sir,—I have the honour to present for your information, my report of the works performed during the year 1879, under the direction and management of the Colonization Roads Branch of your department:—

I beg, in the first place, as a preliminary statement, to append a schedule of the detailed expenditure of the sum of $\$2,720\frac{5}{100}$, referred to in the Recapitulation of my report for 1878, as the amount remaining in the hands of the Accountant of the Department of Crown Lands, for "current works and balances of unsettled accounts" and which amount has since been drawn out and applied in the manner above indicated, as follows:—

Seguin River Bridge (in McDougall)	$500 00
Perrault's Settlement Road	76 42
Inspections	600 00
Tamworth and Oso Road	51 50
Peterson Road	32 22
Monck Road	36 10
Addington Road	62 12
Mississippi Road	37 75
Honora Bay Road	39 16
Hagarty Road	51 93
Eganville and Foy Road	25 50
Burk's Falls Bridge	100 00
Stisted Road	121 69
Hagarty and Brudenel	50 50
Lavant Road	61 50
Combermere Bridge	770 21
Parry Sound Road	20 53
Rose and Lefroy Road	23 91
Chaffey Town Line Road	56 66
Draper Bridge	2 81
	$2,720 10

I have now the honour to present to your notice a brief description of the various works of the year 1879 :—

These works have been unusually numerous this season. The influx of settlement into the new Districts has necessitated an increase of road and bridge improvements, to accommodate in some degree the wants of the settlers.

I now proceed to enumerate the works of the past year with the amounts expended on each, as follows :

NORTH DIVISION.

1. Base Line Road.

Two and a half miles of this line have been completed in a thorough manner, extending from section No. 32 in Korah, through section 36, in the township of Prince. The road has been ditched, heavily brushed and covered.

Expenditure $1,038.35.

2. Base Line Branch.

This branch runs a mile north of the above road. The work done this season in from one half mile east of Prince and Korah town line west three and a half miles. The road is graded, ditched and turnpiked, and extends to the west side of sections 27 and 34 in the township of Prince.

Expenditure, $500.

3. Batchawaung Road.

The work on this road was commenced at section No. 3, in the township of Pennefather, thence in a northerly direction through the township of Fenwick, and a short distance into the township of Tupper.

The whole length of road made this season, is eight miles and twenty-three chains. The land passed through, for the most part, is a tamarac swamp, and comprises mainly, the flats of Goulais River. The Indian Department contributed $1,000 towards this work.

Expenditure, $2,078.64.

4. Bruce Mines Road.

This road has been repaired throughout its entire length. Seven miles have been wrought over. This road connects with the Great Northern road, at Thessalon River.

Expenditure, $280.00.

5. Otter Tail Lake Road.

This line extends from the bridge at the head of Otter Tail Lake, in a northerly direction through the township of Plummer, into the township of Galbraith. It opens up several good tracts of land, Five miles of new road have been built this season.

Expenditure, $750.00.

6. Rock Lake Road.

This road branches off from the last named road near Otter Tail Lake, and runs in a north-westerly direction between Rock and Desert Lakes.

It opens a valley of good land lying between the above lakes.

Three miles of new road have been made this season.

Expenditure, $450,00.

7. Rose and Lefroy Road.

Ten miles of this road have been repaired. Two miles of new road have also been made in connection herewith, on the town line between Lefroy and Plummer, forming an outlet for certain settlers to the Rose and Lefroy roads.

Expenditure, $353.10.

8. Rose and Lefroy Road Bridge.

This bridge is situated on the above road where it crosses the Thessalon River, between sections 11 and 14 in Lefroy. The bridge is 144 feet long, supported by king post truss.

In connection with this bridge on either side of the river about one mile of road has been made.

Expenditure, $250.00.

9. Bridge in Lefroy.

This is another bridge across the Thessalon River, situated about three miles above the one last described.

This bridge is 119 feet long and 46 feet in span, also supported by a king post truss.

Expenditure, $150.00.

10. Campment d'ours Road (St. Joseph Island).

The expenditure here has been made in opening the line between Cons. D and E, from the Centre Road to Campment d'Ours Island, as a winter road.

Expenditure, $520.35.

11. Gore Bay Road (Manitoulin Island).

This line has been opened and made passable between Gore and Providence Bays.

It forms a very important connection between the north and south shores of the Island of Manitoulin.

Seventeen and a half miles of new road have been made this season, and two and a half miles of the old road have been repaired.

Expenditure $1933.17.

12. Great Northern Road.

Eight miles of this road have been repaired this season. The work was commenced at Desert Lake and extends westerly over the above distance. Ditching, grading, removal of boulders, and repairs of crossways form the principal improvements.

Expenditure, $669.47.

13. Honora Bay Road.

This road is a connecting one between Little Current and Gore Bay Roads.

Seven miles and a half have been opened for travel this year. The Indian Department contributed $350 towards this work.

Expenditure, $700.

14. Hilton or Centre Road (St. Joseph Island).

Some three miles of this road have been opened this season, leading towards Hilton Road proper.

Expenditure, $501.32.

Killarney Road.

About four and a half miles of this road have been opened in a north-easterly direction.

The road passes through rough, rocky land, but leads in the direction of a fine tract, distant from the village about ten miles. It also affords access to certain beaver meadows where the settlers procure their hay.

Expenditure, $593.85.

16. Kaministiquia Road.

The overseer on this line has opened the road through to the Murillo Station, on the Canada Pacific Railway.

Four and a half miles of new road have been built, and the remainder of the line, about seven miles, improved and made passable to the above station.

Expenditure, $995.70.

17. Little Current Road.

Five and a quarter miles of this road have been substantially repaired. Some heavy hills on the line have been graded down, and a good portion of crossway side-ditched and covered.

Expenditure, $864.92.

18. Manitowauning Road.

Twelve and a half miles of this road have been repaired this season, from the village of Manitowauning towards Michael's Bay.

This road passes through a large tract of good land, and is the great highway from the above village to the south shore of the island.

Considerable additional repairs have also been made on the southerly portion of this road by R. A. Lyon, Esq., M.P.P., at his own expense.

Expenditure, $523.10.

19. Mudge Bay Road.

This is a short connecting road between the above named Bay and Lake Kagawong.

It opens up accommodation between the above points for the settlers to grist and sawmills, store and post office. It opens also a fine tract of land. The timber on the line was very heavy, and the work expensive. The distance of road made is two and a half miles.

Expenditure, $780.27.

20. Milford Haven Road.

This is a projected road from the town plot of Hilton to the above-named harbour, on St. Joseph Island.

Five hundred dollars were granted last fall to be expended in cutting out the timber from the line, in order that certain destitute settlers, whom it was reported were in a starving condition, might be given labour and wages to aid them under such circumstances. See report of last year.

Expenditure, $250.

21. Oliver Road.

This is an important leading road commencing at Prince Arthur's Landing, in the Thunder Bay District. The line runs in nearly a direct course through the Township of McIntyre, to the intersection of the townline between Oliver and McIntyre, with the line between the first and second concessions of Oliver.

The distance wrought over has been in all about ten miles, seven of which has been completed as a waggon road and three have been chopped and cleared of timber sufficient for a winter road.

The corporation of Prince Arthur's Landing contributed one hundred and thirty-four dollars towards the building of one half mile of road within the bounds of the village being one half the cost of the said half mile.

Expenditure, $2,977.31.

22. Port Lock Harbour Road.

This line commences at Port Lock Harbour, west of Bruce Mines some seven or eight miles, and runs northward towards Mud and Desert Lakes. The road has been opened as far as the south end of the Mud Lake, a distance of about four miles.

The main object of this road is to afford accommodation to the settlers in the vicinity of Desert Lake to reach the Port Lock Harbour direct.

Expenditure, $1,260.24.

23. Pigeon River Road.

This road has been improved in some considerable degree throughout its whole distance, thirty miles, or from the Kaministiquia to Pigeon River, the boundary of the Province of Ontario.

The improvements consist of crossways over all the small streams and wet swamps, brushing and clearing the line and removal of fallen timber.

A large amount of work has been done, and the road is now fit for winter mail travel.

Expenditure $981.70.

24. Sanfield Bay Road.

This line leads from Manitowanning Road to Manitou Lake. The whole distance is now opened.

Five and a quarter miles have been made this year, affording access to the mills on Manitou Lake.

Expenditure, $542.10.

25. Tenby Bay Road.

Five miles of this road have been constructed, commencing at Hilton Town Plot, and extending southward. This is the same line which was called at first "Milford Haven." It was found subsequently more advantageous to settlement, to diverge this road from the Haven at the U concession line south-westward towards Tenby Bay, and hence the name of the road is changed to Tenby Bay.

Expenditure, $696.39.

26. Thessalon River Road.

This road commences at the outlet of Thessalon River, at Diament's mill, and extends up the said river a distance of five and a half miles.

This improvement affords a very large amount of convenience to the settlers in Lefroy and Rose and Kirkwood, giving them access to mill and store at the mouth of the river. Of the amount expended, the Indian Department contributed $500, towards the works.

Expenditure $1,056.18.

WEST DIVISION.

Ahmik Lake Road.

Three and a half miles of this road, or its total length from the northern road to the above lake, have been repaired.

Expenditure, $250.

2. Armour Road.

This line has been extended this season a further distance of three and a half miles. The road now reaches within three-fourths of a mile of Pickerel Lake in the above township.

The work is described as tolerably well done.

Expenditure $1,001.87.

3. Burk's Falls Bridge.

This bridge spans the north branch of the Maganetawan River. It is a well-built king-post truss bridge of 60 feet span. The Ontario Junction Railway location crosses close to this point.

There is also an excellent mill site here. This will probably, for the above reasons, shortly become a place of more than ordinary importance.

Expenditure $648.59.

4. Bethune Bridge.

This is a structure built on what is called the Kearney Branch Road. The bridge is located on the town line between the townships of Bethune and Proudfoot, where it is intended the above branch road shall cross the stream.

It (the bridge) spans the south branch of the Maganetawan. It is similar to the Burk's Falls bridge, except in the piers, which are greater in altitude.

Expenditure $800.

5. Brunel Road.

The part of this road embraced in the expenditure, extends from the commencement of this road on the Muskoka road, at the village of Utterson, and extends to Port Sydney, on Mary's Lake, and on the southward from thence to the Brunel bridge, which crosses the north branch of the Muskoka River just below Mary's Lake.

The distance repaired is three miles. The work is well done, and the road is now in excellent condition for travel.

Expenditure, $349.12.

6. Christie Road.

This road has been repaired in all the more dilapidated sections from its commencement on Parry Sound Road for a distance of fourteen miles eastward, towards the Rosseau and Nipissing road.

The improvements have been judiciously made.

Expenditure $1,036.18.

7. Cardwell Road (New Branch).

This branch settlement road diverges from the Cardwell road proper on the town line between Cardwell and Stisted, and extends, in a north-westerly course, into the township of Monteith.

Four miles and twelve chains of new road have been made in a very superior manner, besides some very necessary repairs to the older portion of the road opened last year

Expenditure $945.87.

8. Cedar Narrows Bridge.

This bridge is built at the outlet of a small lake, which empties into Trading Lake upon the Bobcaygeon Road. This bridge is built in a very superior manner. It is built sufficiently high to admit the small steamer that plies between a mill situated some distance above it and the village of Baysville, about two miles below the western end of the Lake of Bays.

The bridge is 200 feet in length; the span is 60 feet, and is supported by a king post truss.

Expenditure, $1,052.25.

9. Dalton and Washago Road.

This line is now completed from its commencement on Muskoka Road, near the Village of Washago, to the Victoria Road in the township of Dalton. Four miles have been made this year.

Expenditure, $982.97.

10. Eagle Lake Road.

This is a new road leading from the Rosseau and Nipissing road to the narrows of Eagle Lake, in the Township of Machar. The length of the line to the Narrows is seven miles.

Two miles of this distance, from the Rosseau and Nipissing road, is grubbed and graded as a summer road; the rest of the distance, five miles, is only chopped out and logged, and formed as a winter track.

Expenditure, $1,081.09.

11. Eagle Lake Bridge.

This bridge was built by contract.

It is built across the Narrows alluded to in the foregoing work, and forms an entire length of 361 feet.

There is a span of 40 feet over the deep water portion of the narrows. The rest of the distance on either side of the span is passed on a series of framed bents or tressel work, well braced and strongly hand railed on both sides throughout the entire length.

Expenditure, $800.

12. Fourth Con. Line (Brunel).

This line has been opened from the Port Sydney Road, a distance eastward of three and a half miles.

The first two miles of the above distance are very well completed.

The last one and a half miles are not so well finished.

Expenditure, $500.

13. Gurd Road.

This road has been prolonged this season a distance of six miles and twenty-eight chains. It reaches now to lot 34 in the Township of Himsworth.

The whole length of line now opened is about eleven and a half miles, from Commanda Creek on the Rosseau and Nipissing Road to the above lot 34. The road built this season is of a very superior character.

The road now extends to the east side of the South River; a bridge over which is very much needed by the settlers.

Expenditure, $1021.92.

14. Gravenhurst and Baysville Road.

This is a new road located in 1878. It leads from a point about two miles west of Baysville Village, on the Macaulay Road, southward through the townships of McLean and Draper, and is intended to connect with the roads south of Peterson Road so as to form a nearly direct line to the village of Gravenhurst.

Thirteen miles of the line have been opened. Ten miles of this distance is new road and three miles are distances taken up on settlers roads lying in the same course. These last have been improved.

The line has been only completed as a winter road.

Expenditure $1,012.73.

15. Indian Peninsula Road.

This is a line of road opened through the townships of Eastnor and Lindsay, near Colpoy's Bay, to assist the settlers in the Indian Peninsula, in the County of Bruce. The statute lines have mainly been adhered to. Seven miles have been worked over and made fit for travel this season.

Expenditure, $800.81

16. Junction No. 1 Road.

The easterly end of this road from its junction with Rosseau and Nipissing road in the township of Spence, has been improved westward a distance of four miles.

The work is tolerably well done.

Expenditure, $580.24.

17. Kearney's Branch Road.

This road branches from the Perry and Monteith road, at Kearney Post Office, in Perry, and extends northward towards the town line between Bethune and Proudfoot, where the new Bethune bridge, formerly described, crosses the Maganetawan River.

Only one-and-a-half miles of this road are graded and finished. A further distance of two or three miles has been chopped out, but that portion is at present useless for travel.

Expenditure, $999.62.

18. Katrine Bridge.

This bridge is built over the south branch of the Maganetawan River, on the Armour road. It is similar to the bridge built at Burk's Falls. It is an excellent structure and has been gratefully received by the settlers as an immense boon to that section of the country.

Expenditure, $876.40.

19. Musquosh Road.

Considerable repairs have been effected on this line which had been urgently petitioned for the past two years.

The part improved is from the sixth mile post from Gravenhurst to Glen Orchard post office, a distance of eleven miles and a half. The repairs are very well performed considering the great distance passed over and the limited amount expended.

Expenditure, $806.20.

20. Muskoka Road, No. 1.

Permanent repairs have been made upon this road, reaching from the village of Bracebridge past the junction of the Parry Sound Road, a distance of six miles. In this distance a great deal of heavy hill work has been done.

The hills are very numerous on this part of the road, and a very superior improvement of them is reported by the Inspector.

The road is also heavily graded throughout the distance, and substantial culverts placed wherever needed.

Expenditure, $3,541.53.

21. Muskoka Road, No. 2.

The Muskoka Road has been further extended this year through new lands from Burk's Falls to the boundary of Strong, a distance of four-and-a-half miles.

The road has been built upon "Specification No. 2, improved," and is reported by the Inspector to be very well done indeed.

Expenditure, $1,226.69.

22. Muskoka Road, No. 3.

The improvement under this head consists mainly of several deviations made from the old line to avoid high, rocky, and very difficult hills. Two and three-quarters miles of nearly all new road have been thus made, forming a very essential improvement. The hills are all north of Huntsville, and chiefly in the township of Chaffey.

Expenditure, $1,266.46.

22. Monteith and Perry Road, No. 1.

This road has been repaired from Rosseau and Nipissing Road eastward over the distance of eight miles.

The repairs are comparatively of a superficial character owing to the small sum expended and the great distance wrought over.

They are, however, reported to be judiciously made, and render this part of the road very passable for teams. It was formerly all but impassable.

Expenditure, $528.60.

24. Monteith and Perry Road, No. 2.

This road has been extended for two and a half miles further eastward into the township of Bethune.

The work was commenced at Kearney Post Office, and was prolonged into the new township of Bethune.

Very many settlers have moved into this township last year, and the line upon which this road is built is represented as being located far in advance of the terminus of the road.

Expenditure, $497.20.

25. Macaulay Road.

The Macaulay road has been prolonged a further distance toward the Cedar Narrows in the township of Ridout. The terminus of the work now reaches to the south side of St. Mary's Lake, within three miles of the Narrows.

Four miles have been built this season. The work is reported to be exceedingly well done.

Expenditure, $990.03.

26. Mills Road.

This road branches from the Northern road at lot 27, in the 10th concession of Ferrie. It proceeds from the above point in a northerly direction through the township of Mills, crossing Wolf River at lot 24, in the 3rd concession of the last named township. Eight miles of the line have been opened, reaching four miles beyond the river.

The road has been well made, but the location is described as being exceedingly hilly and rough.

A bridge is imperatively required over Wolf River.

Expenditure $2,012.87.

27. Maganetawan Road.

About one mile of this short road has been repaired between Rosseau and Nipissing Road and the Distress River.

Expenditure $254.54.

28. Nipissing Extension Road.

Six miles of this line have been wrought over; commencing at South River, and extending easterly towards South-East Bay. Two-and-a-half miles of the above distance is completed as a wagon road. The remaining three-and-a-half miles is only brushed out as a winter sleigh track.

The work is described as tolerably well done.

Expenditure $501.01.

29. Northern Road, No. 1.

Permanent improvements have been made on this road over a distance of three miles and fourteen chains. This distance lies southward of the village of McKellar.

The improvements embrace first a deviation from the latter point of sixty chains in length.

On this deviation there are two trestle bridges, one, one hundred and eighty feet long, and another sixty-six feet long. The second deviation is forty chains in length. On it there is one log bridge sixty feet long.

Some repairs have also been made over about three miles of the road still further southward.

The above distance of three miles and fourteen chains have been heavily ditched and graded, and supplied with thirty-six culverts.

Expenditure $3,191.78.

30. Northern Road, No. 2.

The repairs made under this head embrace a distance of twelve miles on the Rosseau and Nipissing end of the line. They consist of the building of three log bridges, clearing brush and some side ditching. Some crossways also have been improved.

Expenditure $550.

31. North-West Road.

This road has been extended four miles further towards Shawanaga. These four miles have been well completed. A further distance of three-quarters of a mile have been brushed out.

Expenditure, $937.33.

32. Orange Valley Road.

This road begins on the Rosseau and Nipissing Road, in the 5th concession of the township of Spence.

It has been opened in a westerly direction three and a half miles.

The road is reported as tolerably well made.

Expenditure, $974.63.

33. Otter Lake Road.

Two and a half miles have been built on this line, extending southward from the operations of last year.

The work is reported to be very well performed.

Expenditure, $421.

34. Port Vernon Road.

This line leads southward from the Village of Port Vernon, at the head of Vernon Lake, in the Township of Stisted. The road has been extended a distance of two miles through new lands. Two miles, also, of the old road near the village have been repaired.

Expenditure, $695.54.

35. Port Sydney and Muskoka Road.

This is a line leading direct from the boat landing, at the foot of Mary's Lake, to the Muskoka Road, which it enters about a mile south of Utterson. About two miles of the line have been repaired.

One and a half miles of this distance is continuously repaired and the remaining half mile in the worst places.

The object of this road is to afford more direct accommodation to boat passengers to Bracebridge.

Expenditure, $224.98.

36. Parry Sound Road.

The repairs made this season are on the easterly division of this road, between Rosseau Village and the Muskoka Road Junction.

Eight miles have been improved. Two miles from Rosseau have been permanently repaired, and the remaining six miles have been made passable.

Expenditure, $1997.02.

37. Poverty Bay Road.

This road commences at the Maganetawan Village, on Rosseau and Nipissing Road, and leads to some settlements westward in the township of Croft.

About three-and-a-half miles have been opened.

Expenditure, $1007.47.

38. Peninsula Road.

The Peninsula Road in the township of Medora, has been prolonged two miles further. The work is reported as being well done. The line now reaches to within a short distance of the north town line of Medora.

Expenditure, $507.

39. Port Sydney Road.

This road has been prolonged about half-a-mile along the shore of a small lake south of Stephenson town line, and also through a tamarac swamp.

Expenditure, $189.47.

40. Rosseau and Nipissing Road.

About seven miles of permanent repairs have been made on this road, reaching to within a short distance of Commanda Creek, in the township of Gurd.

Besides these permanent repairs, improvements were made southward, from the Maganetawan, over the worst parts of the road, a distance of eight miles.

Expenditure, $4,179.03.

41. Seguin River Bridge.

This is a bridge constructed over the Seguin River on the Macdougall road It is a good king-post bridge of 60 feet span, built by contract.

Expenditure, $250, balance of account.

42. Stephenson Road.

This road has now been opened from the Muskoka Road to the west bay of the Lake of Bays.

Five miles have been built this season completing the line to the above point.

The work is reported as being well performed.

Expenditure, $1,029.56.

43. Stephenson Bridge (*repairs*).

Some very important repairs have been made on this structure.

The water had undermined the easterly pier and wing wall to a very serious extent. The east bank is composed of running sand, and it has been found very difficult to secure it against damage.

The improvements to the bridge this season are the best and most permanent yet effected.

Expenditure, $335.

44. South River Bridge.

This bridge is constructed over the south river on the Rosseau and Nipissing road. The total length of this bridge is 200 feet. The main span is 80 feet in length and is supported by an excellently framed queen post truss.

The whole structure is reported as finished in a superior and workmanlike manner.

Expenditure, $1,145.00.

45. Stisted Road.

Five miles and three-quarters of this road have been repaired. The repairs were taken up this season where they ended last year, and were continued to within a short distance of the south town line of McMurrich.

The work is reported as being satisfactorily done.

Expenditure, $497.88.

46. Sinclair and Chaffey (Town Line Road).

This work lies between a point called Maud Broad, on the above line, and Winters settlement.

Some three miles of the line have been improved making a passable road between the above points.

Expenditure, $256.28.

47. Scotia Road.

This is a short but important piece of road, for the convenience of the settlers in Perry and Bethune to reach McGill's grist and saw mill in Perry.

The line branches from the Monteith and Perry Road at Kearney's Post Office, and leads southward to the above mills.

Two and three-quarters miles have been made in a satisfactory manner.

Expenditure, $500.

EAST DIVISION.

1. Addington Road, No. 1.

The overseer has gone over a very long distance on this road.

He has repaired fifteen miles, commencing at Cloyne Post Office, and terminating at Massanoga Bridge.

The work is reported as tolerably well done, and the road is described as being in a very passable condition throughout.

Expenditure, $1,021.88.

2. Addington Road, No. 2.

Four and a half miles of that part of this road, lying north of Madawaska bridge have been improved.

The work was commenced at the Peterson Road intersection, and was prolonged southward over the above-named distance.

A log bridge, about one and a half miles north of the Madawaska River, which had been destroyed by fire, was also rebuilt.

Expenditure, $825.56.

3. Addington Road, No. 3.

Nine miles of this road were also repaired southward from Cloyne Post Office, and are reported as very well performed.

Expenditure, $447.57.

4. Admaston Road

Under the above head twelve miles of road have been repaired on the road leading from Renfrew to Douglas, commencing three miles west of Renfrew and ending one mile east of Douglas.

One log pier bridge has been built within this distance, two hundred and fifty feet long. Besides the above work, two-and-a-half miles of the line between lots 18 and 19, across the 6th and 7th concessions, have been substantially repaired, making in all fourteen-and-a-half miles of road repaired this season.

Expenditure, $997.45.

5. Algona and Hagarty Road.

This work is done first on the line between the second and third concessions of the township of Hagarty, viz :—from lot eight eastward to townline. Again, the same line continued in Algona on the Eganville Road two miles further eastward.

Altogether, four miles.

Expenditure, $481.71.

6. Bobcaygeon Road, No. 1.

The work on this road is done in two sections.

First, Commencing at the village of Kinmount and extending to the village of Minden, twelve miles, and

Second, commencing at lot 20, in the township of Stanhope, north of the Peterson Road, and ending at lot 30 in the same township, two-and-a-half miles, in all, fourteen-and a-half-miles.

This work is reported as being well done, especially the greater distance, between Kinmount and Minden.

Expenditure, $2,051.79.

7. Bobcaygeon Road, No. 2.

Some repairs have also been made south of Kinmount Village.

Seven miles have been improved on this section by grading, drainage, and repairs of crossways.

Expenditure, $272.02.

8. Buckhorn Road.

Repairs have been made on this road in the north part of Harvey and the southerly part of Cavendish.

Two-and-a-half miles have been improved, including in the same distance thirty-three rods of crossways.

Expenditure, $225.62.

9. Barrie Road.

The work here was commenced three-and-a-half miles from the Addington Road, or at the terminus of last year's work. Two-and-a-half miles were opened. The grading of the road is not nearly completed.

Expenditure, $450.91.

10. Bagot Road.

This improvement was commenced at the boundary line between Bagot and McNabb thence westerly along the northerly bank of the Madawaska river, or what is called the Old Madawaska Road, nine and three-quarter miles. Two-and-a-quarter miles of the road are reported as being exceedingly rough and stony, and expensive to improve.

Expenditure, $815.93.

11. Burleigh Road.

Sixteen miles of this line, from Monck road, southward, have been partially repaired. The work consisted of repair of broken crossways, grading and drainage.

Expenditure, $769.10.

12. Chandos Road.

Five miles of this road have been repaired, commencing at the Burleigh road, with which it connects, thence eastward toward Crow river, the present terminus of the road.

Eighty-two rods of crossway were also built within the above distance.

Expenditure, $430.

13. Cameron Road.

The repairs on this road were commenced at the village of Coboconck and extended from thence two miles.

Then again commencing at Moore's Falls, they were carried through to the village of Minden. This latter distance is twelve miles, making in all a total distance of fourteen miles repaired.

Expenditure, $999.49.

14. Cobden Road.

The work on this road this season consists, 1st, of three and a quarter miles of gravelling. From Cobden Village westward, two miles have been gravelled, and again from the village of Oceola one and a quarter miles.

2nd. Three miles, in addition to the above distances, have been repaired by grading, drainage, etc.; six and a half miles improved in all.

Expenditure, $1,000.64.

15. Carden Road.

About 6 miles of this road have been repaired.

The road follows mainly the line between the 8th and 9th concessions.

Considerable work on the above distance has been done across a beaver meadow, where the road has been heavily ditched and gravelled.

Expenditure, $150.

Besides the above work 6 miles of another line were repaired in the same township.

Expenditure, $150.

16. Denbigh Road.

This road begins on lot 20, Addington Road, in the township of Denbigh. The course of the road from this point is in a north-easterly direction.

Four miles of the line have been opened this season. The work is tolerably well done and generally well graded.

Expenditure, $1,046.04.

17. Deer Lake Road.

This road is in the township of Cardiff.

It commences on the Monck Road on lot 16 in the 12th Concession. It passes from thence in a north-easterly direction to the 21st concession, thence north-westerly through the said concession to the boundary of the township, and along the boundary west to lot 18, ten miles.

The road has been improved throughout. Some deviations have been made from the old line.

Expenditure, $477.71.

18. Frontenac Road.

The repairs on this road were commenced at the Village of Parham, a Post Office on the line thirty miles south of the Mississippi River. From Parham, for three miles, substantial and continuous repairs have been made.

On the north end, from Mississippi River for one mile southward, a piece of new road has been made; a deviation from the old line to avoid several rocky hills. Between the end of this distance and the three miles repaired on the southerly end, slight repairs have been made throughout the whole distance.

Expenditure, $800.57.

19. Glamorgan Boundary Road.

Repairs were made on a part of this boundary commencing at Monck Road and proceeding northward.

The main improvement is a long crossway over a wet tamarac and cedar swamp. This swamp is one hundred and thirty-five rods across, and is distant from the Monk Road forty rods.

About one half of the crossway is covered with clay. Whole distance repaired something over half-a-mile.

Expenditure, $202.27.

20. Hastings Road.

The overseer of this road work commenced at the distance of two miles south of Umfraville. These two miles were well repaired.

Then from Umfraville a deviation was made from the old line to avoid some very heavy hills.

This deviation was three miles long, and is an entirely new road.

Total distance improved, five miles.

Expenditure, $1,000.

21. Horton and Ross Road.

The improvements on this road were commenced one mile south of the town line between the townships of Horton and Ross, and extend north-westerly two miles. The line is described as being exceedingly rough, broken by frequent ravines.

Pier log bridges were built across two of these. The work is reported as being well done.

Expenditure $750.

22. Hagarty Road.

There are but two-and-a-half miles miles of this road repaired, on the town line between Brudenel and Hagarty.

The work is reported as being well performed, and of an expensive character.

Expenditure $803.89.

23. Hagarty and Brudenel.

Seven-and-a-quarter miles of the above so-called road, which is really a section of the Opeongo road, have been repaired.

The work was commenced one-half mile west of the Peterson Road Junction in the ownship of Brudenel, and was extended eastward over the above distance.

The improvements are reported as being very well performed.

Expenditure $845.14.

24. Junction Road.

This is a line opened between the Frontenac Road in the township of Clarendon, eastward to a station on the Kingston and Pembroke Railway.

Seven miles have been opened and improved.

Expenditure $425.22, on account.

25. L'Amable Bridge.

This bridge is on the Hastings Road, near the Jerman Mills.

The old bridge, built some twenty years ago was rotted completely away. A good substantial structure has been made. It is 109 feet long, supported by framed bents 12 feet high, covered with 4-inch pine plank, with good hand-rail on either side.

Expenditure $244.57.

26. McNabb Roads.

The work under this head consists of some repairs done to a number of short settlers' roads, in the above township, to the extent of three miles and three-quarters in all.

Expenditure $489.68.

27. Monck Road, No. 1.

Six miles of this road have been very well repaired this season, commencing at the Victoria Road, and extending westward to the close of the work of last season.

Expenditure $1,120.65.

28. Monck, No. 2, Road.

These repairs have been made from the 16th lot of Cardiff westward, over a distance of seven miles, extending to within about half a mile of the Burnt River.

Expenditure, $320.05.

29. Minden Road.

This work consists of the opening of six-and-a-half miles of the above road from its intersection with the Peterson Road to Gull river crossing between Green and Maple lakes.

The road has been well made.

Expenditure, $947.45.

30. Mississippi Road.

Certain improvements have been made on this road, over a distance of twenty-eight miles. The work was commenced at the intersection of the Addington Road and carried eastward.

The first five miles of this distance were thoroughly repaired, seven miles were repaired in the worst places, and over the last sixteen miles the broken crossways only were mended.

Expenditure, $816.56.

31. Massanoga Bridge.

This is a long log pier bridge on the Addington Road where it crosses the Narrows of Massanoga lake in the township of Abinger.

It has been entirely renewed under a contract this season.

The bridge is 315 feet long. It is guarded by a strong hand-rail on either side and covered with flatted timber.

Expenditure, $550.

32. Methuen Road.

The entire length of this road has been partially repaired, from its commencement on the Chandos road to its termination southward at Sand lake.

Expenditure, $303.26 on account.

33. Perth Road.

Two and-a-half miles of this road have been substantially repaired commencing at Loboro' lake extending northward.

Expenditure, $539.18.

34. Perrault Settlement Road.

These repairs were commenced at the intersection of the above road with the Opeongo road and were carried northward over three and-a-half miles.

Expenditure, $839.50.

35. Petewawa Bridge.

This is a contract work.

The Petawawa Bridge is a very important structure. It is a combined Howe truss and queen post bridge, built eighteen years ago.

The main span of this bridge is 120 feet.

Some of the chord timbers are decayed. To secure the bridge for three or four years longer, a solid cut-water pier has been built under the chords at the centre of the span.

The work is reported to be well done and effective for the preservation of the bridge for a few years.

A part of the roadway of the bridge was also repaired with new planking.

Expenditure, $250.

36. Peterson Road.

This work was commenced at the distance of five miles west of the Hastings road.

From this point a new road has been opened. The old road ran over a succession of abrupt and high hills. The new road deviates to the southward and is a superior road.

It reaches to within two miles of the lands of the Canada Land and Immigration Company.

Expenditure, $1,000.

37. Pembroke and Mattawan Road.

These repairs were begun three miles west of the village of Pembroke, and were carried over a distance of three miles.

They are reported as being substantially and well made.

Expenditure, $1,267.60.

38. Sydenham and Fermoy Road.

This work was begun in the township of Loboro' about three miles north of the village of Sydenham.

The improvements were continued northward to the village of Fermoy, a distance of seven miles.

They are reported as well and substantially done.

Expenditure, $527.23.

39. Shamrock Road.

This is really a part of the Opeongo Road. The section repaired under the above head is locally known as the Shamrock Road.

The repairs were commenced at the village of Shamrock and extended eastward to Renfrew village, a distance of eleven miles.

Expenditure, $750.89.

40. Stanhope Road.

This short road is considered as a branch of the Bobcaygeon, in the township of Stanhope. It commences to the north of the Peterson Road and terminates on lot 10, in the 4th concession of the above township, a distance of 3 miles.

Expenditure included in Bobcaygeon Road No. 1.

41. Tamworth Road.

The work on this road was commenced at the distance of two miles north of the village of Arden. The improvements embrace a distance of two miles. It appears from the Inspector's Report that this work is a deviation from the old line to avoid hills. The road is consequently a new one in this part. It is reported as being well done.

Expenditure, $804.26.

42. Victoria Road.

The repairs on this line were commenced about two miles south of the Monck line intersection, and were extended northward a distance of four miles. The work has been very well performed. It has consisted mainly of grading, ditching, and crossway covering.

Expenditure, $507.

43. Victoria Bridge.

This bridge is built across the Black River, on the Victoria Road, a short distance south of the townline of Dalton. It is 156 feet long, and 16 feet wide. The main span is 60 feet long, supported by a well-framed king post truss, with diagonal and lateral braces. The chords are bolted and the truss frame bolted and plated throughout. The flooring is of flatted timber, and the approaches are covered with flatted cedar. A strong hand rail extends throughout, on either side. The piers rest on solid rock foundations.

Expenditure, $679.

44. York River Bridge.

This is a new bridge built across the York Branch of the Madawaska River, on the Hastings Road, to supply the place of the old one, constructed about eighteen years ago.

The bridge is 136 feet long. The span is sixty feet clear. The two abutment piers are 16 and 13 feet high, respectively, built of square white pine tied in each round. They are filled with stone. The approaches are respectively 50 and 26 feet, covered with flatted cedar.

Expenditure, $783.12.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS IN 1879.

I.

North Division.

1.	Base Line Road	$1,038 35
2.	" " Branch Road	500 00
3.	Batchawaung "	2,078 64
4.	Bruce Mines "	280 00
5.	Bridge in Lefroy "	150 00
6.	Campment d' Ours "	520 35
7.	Gore Bay "	963 77
8.	Great Northern "	669 47
9.	Hilton "	501 32
10.	Honora Bay "	700 00
11.	Killarney "	493 85
12.	Kaministiquia "	995 71
13.	Little Current "	864 92
14.	Manitowaning "	523 10
15.	Mudge Bay "	780 27
16.	Milford Haven "	250 00
17.	Oliver "	2,977 31
18.	Otter Tail Lake "	750 00
19.	Port Lock "	1,260 24
20.	Pigeon River "	981 70
21.	Providence Bay "	969 40
22.	Rock Lake "	450 00
23.	Rose and Lefroy "	353 10
24.	Rose and Lefroy Bridge	250 00
25.	Sanfield Bay Road	542 10
26.	Tenby Bay "	696 39
27.	Thessalon "	1,056 18
		$22,596 17

II.

West Division.

1.	Ahmik Road	$250 00
2.	Armour "	1,001 87
	Carried forward	$1,251 87

	Brought forward	$1,251 87
3.	Burk's Falls Bridge	648 59
4.	Bethune "	800 00
5.	Brunel Road	349 12
6.	Christie "	1,036 18
7.	Cardwell "	945 87
8.	Cedar Narrows Bridge	1,052 25
9.	Dalton and Washago Road	982 97
10.	Eagle Lake "	1,081 09
11.	" " Bridge	800 00
12.	Fourth Con. Brunel Road	500 00
13.	Gurd "	1,021 92
14.	Gravenhurst and Baysville Road	1,012 73
15.	Indian Peninsula "	800 81
16.	Junction No. 1 "	580 24
17.	Kearney Branch Road	999 62
18.	Katrine Bridge	876 40
19.	Muskoka No. 1 Road	3,541 53
20.	" " 2 "	1,226 69
21.	" " 3 "	1,266 46
22.	Monteith and Perry No. 1 Road	528 60
23.	" " " 2 "	497 20
24.	Musquosh "	806 20
25.	Macaulay "	990 03
26.	Mills "	2,012 87
27.	Maganetawan "	254 54
28.	Nipissing Extension "	501 01
29.	Northern No 1 "	3,191 78
30.	" " 2 "	550 00
31.	Northwest "	937 33
32.	Orange Valley "	974 63
33.	Otter Lake "	421 00
34.	Port Vernon "	695 54
35.	Port Sydney and Muskoka "	224 98
36.	Parry Sound "	1,997 02
37.	Poverty Bay "	1,007 47
38.	Peninsula "	507 00
39.	Port Sydney and Baysville "	189 47
40.	Roesseau and Nipissing "	4,179 03
41.	Stephenson "	1,029 56
42.	Scotia "	500 00
43.	South River Bridge	1,145 00
44.	Stisted Road	497 88
45.	Stephenson Bridge	335 00
46.	Seguin River "	250 00
47.	Town Line Chaffey Road	256 28
	III	$47,253 76

EAST DIVISION

1.	Addington No. 1 Road	$1,021 88
2.	" " 2 "	825 56
3.	" " 3 "	447 57
4.	Admaston "	997 45
5.	Algona and Hagarty "	481 71
	Carried forward	$3,774 17

	Brought forward	$3,774 17
6.	Bobcaygeon No 1 Road	2,051 79
7.	" " 2 "	250 00
8.	Buckhorn "	250 00
9.	Barrie "	450 91
10.	Bagot "	815 93
11.	Burleigh "	800 00
12.	Chandos "	400 00
13.	Cameron "	999 49
14.	Cobden "	1,000 64
15.	Carden "	300 00
16.	Denbigh "	1,046 04
17.	Deer Lake "	477 71
18.	Frontenac "	800 57
19.	Glamorgan and Monmouth Road	202 27
20.	Hastings "	1,000 00
21.	Horton and Ross "	750 00
22.	Hagarty "	803 89
23.	Hagarty and Brudenel "	845 14
24.	Junction "	425 22
25.	McNabb "	489 68
26.	Monck No. 1 "	1,120 65
27.	Monck No. 2 "	320 05
28.	Minden "	947 45
29.	Mississippi "	816 56
30.	Massanoga Bridge	550 00
31.	Methuen Road	300 00
32.	Perrault's Settlement Road	839 50
33.	Peterson "	1,000 00
34.	Petewawa Bridge	250 00
35.	Pembroke and Mattawan Road	1,267 60
36.	Perth "	539 18
37.	Sydenham and Fermoy "	527 23
38.	Shamrock "	750 89
39.	Tamworth "	804 26
40.	Victoria "	507 00
41.	Victoria Bridge	679 00
42.	York River "	783 12
43.	L'Amable "	244 57
		$32,165 27

RECAPITULATION.

1.	North Division	$22,596 17
2.	West "	47,253 76
3.	East "	32,165 27
4.	Inspection and Locations	3,639 68
5.	Balances of 1878	6,248 94
		$111,903 82

No. of miles of new road made	240
No. " " " old roads repaired	379½
No. " large bridges built	16
No. " " " repaired,	2

J. W. BRIDGLAND,
Supt. of Col. Roads.

Department of Crown Lands,
Toronto, 31st December, 1879.

SURVEYORS' REPORTS.

Appendix No. 22

DISTRICT OF PARRY SOUND.

Township of Mowat.

Sarnia, Ontario,
November 12th, 1879.

Sir,—I have the honour to report that in accordance with your instructions, dated 17th June, 1879, I have completed the survey of the township of Mowat. About the 17th June, I proceeded by way of Collingwood and Georgian Bay, to the mouth of French River, thence by tug steamer to the east boundary of Mowat, where I commenced work. Having surveyed this line myself last year, I made it the base of the survey, and ran the easterly concessions and side lines, carrying the work northward to French River. I then carried up the western part, winding up the survey at the north-west corner of the township on French river.

All that portion of the township lying south of concession line 10 and 11, and north between side line 30 and 31 and the west boundary to French River may be described as burnt country, and rather below the average, although some fine tracts occur in the vicinity of the Key and Portage Lake. The timber is principally scrub pine and poplar, white birch, balsam, etc. The balance of the township to the north of concession line 10 and 11 and east of side line 30 and 31, will compare favourably with any land in the Parry Sound District. The soil being principally clay, with occasional patches of sandy loam, fully two thirds of this portion being well suited for agricultural purposes.

The timber being black birch, pine, hemlock, balsam, maple, etc. The only pine of any consequence in the township is to be found along both sides of the Pickerel river, extending about a mile inland.

There are but few lakes in this township and none of any importance.

On the whole I think it will, before long, be one of the most important townships in the District. The good land forming one unbroken chain with that of Blair and McConkey, and affording room for a large and prosperous settlement.

The terminus of the G. B. Branch, Canada Pacific Railway, will be somewhere in the vicinity of side line 5 and 6, Concesssion 17, South of the Pickerel river.

The only clearing found was about six acres on Kidd's location.

I would recommend that sufficient land to the west of Kidd's location, be reserved for a town plot.

I have the honour to be, Sir,
Your obedient servant,

Thos. Byrne,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

Appendix No. 23.

TOWNSHIP OF WALLBRIDGE.

PARRY SOUND, ONTARIO,
December 3rd, 1879.

SIR,—I have the honour to report that under instructions from your office dated June 11th, 1879, to subdivide the township of Wallbridge into farm lots, I proceeded to said township about the middle of June, and after locating my supplies at different points along the Maganetawan River, I commenced said subdivision by chaining and posting the south boundary from the south-east angle westward to side line ten and eleven, where I observed Polaris on the night of the 26th, on eastern elongation, and ran said side line on a course N. 20° 51′ 40″ W. Ast., and continued my work, carrying the belt between the east boundary and the Indian Reserve northward to the north boundary, which I found had been run by P. L. S. Byrne; thence westward, using the north boundary as my base, and carrying along all that part lying between the Maganetawan River, (which is the north boundary of the Indian Reserve) and the north boundary of the township as far as side line thirty-five and thirty-six, which was as far as Mr. Byrne had carried the north boundary. Here I observed Polaris on the night of August 18th, and continued said north boundary westward to the Georgian Bay, thence working southward, and finishing my survey the last of September.

The township of Wallbridge contains but a small percentage of good land, there only being about ten thousand acres in the South-east corner, and a few hundred, but in small pieces, along the Naiscootyong River that are fit for settlement, or where a settlement could be formed. This part of the township is well timbered with hard-wood and pine of a good quality, the soil being generally a good sandy loam, but in places clay. The remainder of the township has all been burned over and the timber destroyed, but has since grown up with small brush. There is a clearing of about thirty acres of good land on lots fifteen and sixteen, in the fifth concession, another on lots thirty-three and thirty-four, in the fourteenth concession, containing fifteen acres, and another containing ten acres on lots forty-six and forty-seven, in the fourteeenth concession, at the outlet of Still River. These clearings have all been made by persons in the employ of the Maganetawan Lumber Company, and are occupied by said Company. The greater part of the township is drained by the Maganetawan River, which enters the township on the east side, in the fourth concession, and empties into Byng Inlet, opposite the most easterly of the Maganetawan Lumber Company's Reserves. Byng Inlet opens up from the Georgian Bay at the north-west corner of the township. The Maganetawan Lumber Company has two large saw-mills situated on the Inlet and employ about two hundred men.

I have the honour to be, Sir,
Your obedient servant,
DAVID BEATTY,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

Appendix No. 24.

DISTRICT OF NIPISSING.

TOWNSHIP OF BUTT.

DUBLIN, ONTARIO,
December 9th, 1879.

SIR,—In accordance with instructions received from you dated the twelfth day of June, 1879, to proceed to and survey the township of Butt, in the district of Nipissing,

into farm lots of one hundred acres each, I commenced the survey on the tenth day of July, by measuring from the south-west angle of the township, northerly along the boundary between the townships of Proudfoot and Butt, the depth of the first and second concessions. I then ran the line in the centre of the road allowance between the second and third concessions on the required course of north 69° 8′ 20″ east, to the centre of the road allowance between lots numbers five and six, making the lots twenty chains in width and the road allowances one chain in width. I then ran the line in the centre of the road allowance between lots numbers five and six the depth of the second and first concessions to the boundary between the townships of McCraney and Butt. I then ran the line in the centre of the road allowance between the townships of McCraney and Butt westerly from the line between lots numbers five and six to the boundary between the townships of Butt and Proudfoot, I ran the boundary between the townships of McCraney and Butt, westerly from the side line between lots numbers five and six, because the ground was so rough and broken at the south-west angle of the township, as to make it very difficult to run a correct line from that point. I ran the boundary between the townships of McCraney and Butt, easterly from the side line between lots numbers five six, and the line between the second and third and the line between the fourth and fifth concessions easterly to the east boundary. I also ran the side road lines between each fifth and sixth lot and the east boundary across those four concessions. I then ran the east boundary across the fifth and sixth and seventh and eighth concessions. I then ran the line between the sixth and seventh concessions and the line between the eighth and ninth concessions, westerly to the west boundary. I also ran the different side road lines across those four concessions. I then ran the line between the tenth and eleventh concessions, and the line between the twelfth and thirteenth concessions, easterly to the east boundary. I also ran the side road lines and the east boundary northerly from the line between the eighth and ninth concessions to the north boundary. I also chained the north boundary and planted the posts for the lots fronting on it.

I ran all the lines in the centre of the road allowances. I planted posts of the required dimensions and of the best timber which I could conveniently obtain at the corners of the lots at the distance of fifty links on each side of the line in the centre of the concession road allowances, with the numbers of the lots and concessions marked on them. I also planted posts on the line of survey with the numbers of the lots marked on their east and west sides, as guides to the lot posts.

In carrying out this survey I have conformed closely with the Instructions.

The township of Butt is very much broken with hills and rocky ridges. The soil is sand and sandy loam. There are a great many small lakes in the township. The timber is principally birch, maple, balsam, beech, pine, cedar and tamarac. The pine is a good deal scattered, there not being a sufficient quantity of it together to make it valuable for lumbering purposes.

There is a mill site with a fall of about twenty feet on the south branch of the Maganctawan River, on lot number five on the ninth concession.

The best land is in the second, third, fourth and fifth concessions. There is a good deal of swamp along the east boundary, and in the north-east portion of the township.

The land in general in this township, owing to its hilly surface and light soil is not as well adapted for the growth of grain, but is better suited for grazing and stock-raising than the land in the adjoining townships on the south and west.

I met with no stratified rocks during the survey. The fixed rock is granite and it is covered in a great many places with only a few inches of soil.

The water runs west in the west portion, south in the south-east portion and east in the north-east portion of the township.

All of which is respectfully submitted.

I have the honour to be, Sir,
Your obedient servant,
J. J. McKenna,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

Appendix No. 25.

TOWNSHIP OF PAXTON.

MOUNT FOREST, ONTARIO,
November, 1879.

SIR,—I have the honour to submit to you my final report on the survey of the township of Paxton, surveyed under instructions from your department, dated the 12th day of June, 1879.

This township is situated in the district of Nipissing, and is bounded as follows: on the south by the new township of Butt; on the west by the township of Joly, in the district of Parry Sound; on the north by the new township of Ballantyne; and on the east by the unsurveyed lands of the Crown.

As instructed, I commenced the survey at the south-west angle of the township, and after an observation of Polaris, I ran the south boundary north 69° 08′ 20″ east a distance of three hundred chains laying off the different lots, with their respective widths of twenty chains each, numbering them from west towards the east, also allowing for the road allowance one chain in width between every fifth and sixth lot. From this point I also retraced the easterly boundary of Joly and at the proper distance laying off the concession line between concessions two and three, parallel with the south boundary, also on these lines giving each lot its proper width, and allowing for the road allowance. I also checked with the side lines running from the south boundary between lots 5 and 6, and lots 10 and 11, at right angles to the boundary. I continued the work in this manner until I reached the north boundary. I then returned towards my south boundary, running the lines between lots 20 and 21 and extending the different concession lines to the side line between lots 25 and 26. Upon reaching my south boundary, I extended it to the east boundary, laying off the lots and side lines as before. On reaching the line between lots 30 and 31, I moved northerly on this line, at the same time running the line between lots 25 and 26, extending the different concession lines to, and running the east boundary as well as the line between lots 30 and 31, and finishing the township at the north-east angle.

I also surveyed the different lakes as I met with them during the progress of the survey. This township might almost be said to be situated directly on the height of land, with the north branch of the River Maganetawan having its head waters in the different lakes at the south-west part of the township, and running through the township of Joly, on the east and thence to Georgian Bay. The south river with two branches, one rising almost at the south-east angle of the township and joining the other branch which runs along the north part draining the north-east angle and north part, and empties into Lake Nipissing, and the Petawawa River, rising in the lakes on lots 16, 17 and 18, in concessions 3 and 4, thence almost directly along the side road between lots 15 and 16 to concession 1, where it is joined by the outlet of the lake on lots 12, 13, 14 and 15, and continues along this concession leaving it on lot 22.

Owing to the cause mentioned above, the country is considerably broken by swamps and rocky ridges. A considerable amount of land fit for agricultural purposes is found between these swamps and ridges, probably from thirty to forty per cent. of the whole township. The soil is good, being of a light sandy loam.

Regarding the land fit for agricultural purposes, the township may be divided into three sections almost similar to the divisions on the timber plan: 1st. A section including the first block in concession 1 and 2; then north-easterly to the small lake at the north-east angle of lot 15, concession 4; then following the concession line between this concession and concession 5, until the west branch of the South River is met with; then along the river to the west boundary of the township, and including that part between this boundary and the river. This section will contain about fifty per cent. of good land, timbered with beech, maple, balsam, black birch, and an occasional white pine; the timber is cedar and spruce in the swamps; there is also a thick growth of maple under-

brush on the high lands. This block will contain about 20,000 acres. 2nd. A section including all that part of concessions 1, 2, 3, and 4, not mentioned in section 1. Also all between the two south-westerly branches of the South River; of this section, I might say about twenty-five per cent., will be good land, timbered with maple, birch, spruce and a considerable amount of pine, generally small: in the swamps, spruce, balsam, with alder brush. 3rd. A section including the remainder of the township. In this section the timber is chiefly pine, mixed with birch and balsam, and a smaller amount of maple than in the other sections. A considerable amount of the pine has been blown down. Not above ten per cent. of this section can be said to be fit for settlement.

Owing to the country being so much broken by rocky ridges, it will be impossible to make roads on the proper road allowances.

The best means of getting into the township at present is from Kearney, then by canoes up the South Maganetawan River, and across Sand Lake to the side line between lots 15 and 16, in the township of Proudfoot, then along this line to Grass Lake, about three miles. With very little labour a very good waggon road can be made along this line between these two lakes, from Grass Lake to within 3 miles of the south-west angle of the township and also the east end of Long Lake.

Owing to the small lakes and short portages there is comparatively little trouble over the remaining 3 miles to the south-east angle. I cut a very good trail when going into the survey.

This route would do very well for a settler beginning, and I am told a very good road can be got from the north side of Sand Lake through the township of Proudfoot along the south side of Long Lake to this township, but I never passed through the country myself.

I have the honour to be, Sir,
Your obedient servant,
JAMES K. McLEAN,
Provincial Land Surveyor.

To the Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

Appendix No. 26.

TOWNSHIP OF McCRANEY.

PRESCOTT, ONTARIO, November 13th, 1879.

SIR,—I have to report that in accordance with your instructions to me, dated Toronto, June 12th, 1879, appointing me to survey the township of McCraney into farm lots. I commenced work thereon the last week in June, completing the field work the latter part of September.

Finding on the ground that the south boundary of Bethune did not coincide with the north boundary of Finlayson, I commenced the survey by producing the eastern boundary of Bethune from its south-easterly corner to its intersection with the north boundary of Finlayson, there establishing the south-west corner of McCraney; from there chaining easterly along the aforesaid north boundary, I determined No. 5 and 6 side line; from thence, running northerly, I laid off the various concessions and side-road lines, as shewn on the accompanying plan and field notes.

The township of McCraney contains within its area the head waters of the two main branches of the East River, the westerly branch taking its rise from the north-eastern portion of the township in Rainy and Island Lakes, while the easterly one in reality commences at Moose Lake. The country along both branches, and in their immediate vicinity, is mostly a high hard-wood region, while in the north-east corner, and along the lakes the surface of the land is not so broken.

Moose, Rainy and Island are the principal lakes, and the water in all three is clear and generally deep. Moose Lake has, in some places, hard, sandy shores, while the others are rocky; fish abound, salmon trout of a large size being readily taken. Many of the smaller lakes and ponds are formed by beavers of which there are evidently a number. Dams (some of a large size and recent construction) are on nearly every stream, and hold back a large amount of water in many places.

The two branches of East River are the principal streams. The westerly and longest branch is much broken by rapids, and is generally shallow, the bottom in most places being a coarse gravel. The east branch may be said to lose itself in Moose Lake, as only small streams enter the lake from the different valleys, &c. I noticed two mill sites on the west branch, one on Lot 6, concession 2, and another on Lot 5, conces-sion 4.

The principal ranges of hills occur along the two branches, and in many places attain considerable elevation. The whole township is, however, generally speaking, hilly and broken.

The township is generally a hard-wood one, the only pine occurring in and about the various lakes, and this neither large nor of superior quality. Birch and maple predominate, and some fine tracts of these exist.

The soil is mostly a sandy loam, and the surface generally stony, but many fair tracts of arable land can be obtained.

The township is, I think, well adapted for stock-raising, and I have no doubt hay and the coarse cereals can be profitably raised.

I should recommend a road to be made to enter the township from Bethune on the 10th and 11th concession, thence following a concession line bearing through the township. This would, I consider, render the best land at once available for settlement. I cannot refrain from expressing my surprise at the manner in which this section of the country has settled up since 1874, in most part due to the wise and judicious selection and construction of the different colonization roads traversing it. Large clearings and comfortable homes now exist where I remember the native forest, and as fine fall wheat was cut in the township of Perry this year as I have often seen in Western Ontario; this may be due in part to a favourable season, but I think the soil is, in many cases, more suitable to its growth than has hitherto been supposed.

I consider about two-thirds of the township fit for settlement.

I have the honour to be, Sir,
Your obedient servant,
CHAS. F. CHAPMAN,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands.
Toronto.

Appendix No. 27.

TOWNSHIP OF BALLANTYNE.

FENELON FALLS, ONTARIO,
December 8th, 1879

SIR,—I have the honour to inform you that I have completed the survey of the township of Ballantyne, in the district of Nipissing, in accordance with instructions from the Department of Crown Lands, dated 14th June, A.D. 1879. Said survey being commenced on the 21st of July, 1879, and completed on the 1st of November following, and beg leave to submit the following report, together with the field-notes and plan thereof.

I commenced the survey at the south-west angle of the township and ran the south boundary on an astronomical course N. 69° 8′ 20″ E. to near the east side of lot number 16, making each lot twenty chains wide, leaving fifty links for a road east of the

line run in the centre of the road allowance on the east side of the township of Laurier, and one chain for road between lots 5 and 6, 10 and 11, and 15 and 16. I then went first into the interior of the township on the line between lots 10 and 11, filling in as I went all between the west boundary and lots 15 and 16 and running the latter line. I carried the same range of lots to the north boundary before going further east into the township and connected my line between lots 5 and 6 with the south boundary of the Township of Himsworth making each concession up to 13, fifty chains and leaving one chain for road between concessions 2 and 3, 4 and 5, 6 and 7, 8 and 9, 10 and 11, and 12 and 13. I found concessions 13 and 14 to contain $118\frac{66}{100}$ chains, which I divided in the centre, making each of them $59\frac{33}{100}$ chains. I then ran the north boundary, the line between concessions 12 and 13, and also between 10 and 11, to the east boundary, filling in as I went, the side lines. I then produced the lines between lots 20 and 21, 25 and 26, 30 and 31 and the east boundary south, as far as Kah-wah-was-kig-omog Lake and filling in the concession lines, and then took up the south boundary at the point I left it on lot 16, and produced it to the east boundary filling in what was left, between it and the lake.

The soil is principally sandy loam with clay, or clay subsoil in the flats, and mostly rolling, there being few level spots of any great extent, some pretty high hills, but no regular chain of mountains, in any given direction. I did not find much land in any one place entirely free from stones, or much of what might be called first-class land, but there is a large quantity of what might be called fair land, on which industrious settlers can make a good living. Most of the land on the south boundary, east of lot 25, is fair, some very good. Concessions 2 and 3, from lot 5 to lot 10, and 15 to 20, fair; concessions 4 and 5 from lot 1 to lot 6, and also from Wah-was-kig-omog Lake to east boundary, good; concessions 6 and 7, from lot 5 to 10, from lot 15 to 25, and also from 30 to 34, very fair; concessions 8 and 9, all good land; concessions 12 and 13, from lot 5 to 20, good, and the north boundary, very fair land, except from 6 to 20 and 30 to 24.

I should say, upon the whole, there is forty per cent. of the township adapted for settlement, while most of the balance will make good pasture lands. None of the swamps are of very great extent, nor are any of them very wet.

The timber is mostly burnt along the south boundary as far east as lot 15, but it only extends a few chains into the township, and there are clumps of green wood, mostly pine, all along it. Of the hardwood timber, the prevailing is, black birch, not very large, next maple, then beech, with a few basswood and black ash, there is also a good deal of hemlock, but not much cedar, with a dense growth of underbrush, all over the township, composed of balsam, hazel, ground hemlock, alder and mountain ash, with small tamarac in most of the swamps.

The township contains also a large quantity of very superior white pine, both large clean and sound. The south-west corner contains the most and also the largest variety, with fine groves round most of the lakes, and scattering large trees nearly all through the hardwood, but I fear that should a fire break out in the township before it is cut, a large part of it will be destroyed, as the ground is literally covered, especially in the pineries, with lying, half rotten, timber.

As I found no trace of wind-falls or former fires, except as above stated, on the west part of the south boundary, I am at a loss to account for so much lying timber, it seems simply to have decayed and fallen down.

The rocks are composed altogether of gneiss and granite; the prevailing rock is gneiss. Heretofore I have invariably found gneiss dipping to the north-east, but in Ballantyne the dip is invariably to the south-east. I found no trace of limestone, or any kind of mineral and not more than about 4 degrees of local attraction.

The township is well watered by lakes of clear spring water, and fine creeks. Most of the smaller lakes contain large speckled trout, while the larger contain both speckled and salmon trout, and in Wah-was-kig-o-mog Lake are also large white fish, besides those above mentioned. Lake Wah-was-kig-omog is evidently the source of the Amable Du Fond River. The river between it and Wah-was-kig-o-mog, is a fine stream, averaging nearly sixty links in width, and at low water, when I saw it, about two feet deep, with a slow current, down to the line between the lots 20 and 21, from which, to the lake, it is a series of falls and rapids, with a fall altogether, of not less than thirty feet, with rocky

bottom and banks, making an excellent mill site. Wah-was-kig-omog Lake expands into what is evidently a larger lake, immediately east of Ballantyne, emptying towards the north-east into Manitou lake, by a river only a few chains long. The lakes are all very deep in proportion to their size, except Wah-was-kig-omog, which is shallow with a sandy bottom. Crystal Lake is so clear that the bottom can be distinctly seen at a depth of twenty feet, it has neither an inlet nor outlet, but I think it must empty by some underground channel into the pond on lot 9, concessions 6 and 7 ; neither has the small lake in lots 4 and 5, concessions 6 and 7, any visible outlet, but it is ten feet higher than the one immediately east of it.

All the lakes in the north-east quarter of the township, I was informed by Indians, empty into Manitou lake. There is another good mill site at the outlet of Kah-kas-ah-mick Lake, with a fall of about ten feet. I traversed all the lakes with a micrometer.

I apprehend that the north part will be most readily settled from the township of Himsworth, and the south, through Joly, while the Amable Du Fond River affords an easy means of access from the east.

There being no settlers or improvements in the township, no inspection returns are required.

I have the honour to be, Sir,
Your obedient servant,
JAMES DICKSON,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

Appendix No. 28.

TOWNSHIP OF FINLAYSON.

FENELON FALLS, ONTARIO.
March 25th, 1879.

SIR,—I have the honour to inform you that I have completed the survey of the township of Finlayson, in the District of Nipissing, made under instructions from the Department of Crown Lands, dated 2nd May, 1878, said survey having been commenced on the 29th July, 1878, and completed on the 14th February, 1879, and I beg leave to submit the following report, together with the field notes and plan thereof:

I commenced the survey at the south-west angle of the township, and measured from thence easterly along the north boundary of the township of McClintock, a distance of 100 chains, planting, as I went, lot posts at every 20 chains, at a distance of 50 links north of the line, and also guide posts to the lots on the line itself.

At a distance of 50 links east of the south-east angle of lot 5, and also 50 links north of the centre of the boundary, I took an observation on the eastern elongation of Polaris, and commenced the line between lots 5 and 6 on a true astronomical course, N. 20° 51′ 40″ W., and ran it a distance of 100 chains to the north end of the second concession, and laying off 50 links for half the allowance for road between concessions 2 and 3, ran from thence the line between said concessions on a true course, N. 69° 8′ 20″ E., and at the intersection of this line with the line between lots 15 and 16, I took another observation in order to verify my work. The details of these observations, as well as others taken during the progress of the survey, will be found in their proper place in the returns enclosed. On these two lines, viz., the side line between lots 5 and 6, and the line between concessions 2 and 3, I based the whole of my work, running the concession lines both east and west from the line between lots 5 and 6, and the side lines north and south from the line between concessions 2 and 3. But for the sake of uniformity in the field notes returned to the Department, the side lines read straight through from the

south to the north boundary, and the concession lines from the west to the east boundary.

The distances across lakes where not shewn as having been ascertained by triangulation, were measured on the ice.

By referring to the field notes and plan, you will perceive that I intend concession 2 shall be the proper depth, viz., fifty chains, and the broken lots which have been occasioned by crooks in the south boundary, all in the 1st concession.

The soil is principally either sandy loam or sand, varied by clay in a few places, and nearly all less or more stony, and nearly all undulating, with some few high and steep hills and bluffs. I cannot say that there are any continuous chains of hills in any given direction, even along the rivers and around the lakes.

I did not find any great extent of good land in any one place, but along the west boundary, and as far west as lot 16, and as far north as the 10th concession inclusive the land is very fair. There are also a few very fair lots in the 14th concession near the west boundary, and tracts of good land nearly all along the north boundary, the best being near the north-east corner of the township. There is also in the south-east corner some very fair land, and along side lines 30 and 31, and also along side lines 35 and 36 north of the North River, and extending to the East River.

Upon the whole, I should say that fully one-third of the township is adapted for settlement, besides large tracts well adapted for pasturage.

By reference to the plan, you will perceive that there are a considerable number of swamps, swales and marshes, but none of them are of any great extent, and although there are a good number of beaver in the township, I found no beaver meadows, and very few beaver ponds, the animals being mostly what are known as "bank beaver," located along the deep pools on the rivers, and instead of building houses, burrow in the banks, where the streams have little or no current, sinking their winter food in the water in front of their holes or burrows.

By reference to the "timber map" enclosed, you will see that the greater portion of the township is timbered with hardwood, and that the pine is mostly around the lakes and along the streams. It is also of the variety known as "white pine," except a very small quantity of small redpine, along the south half of the east side of Fatty's Lake. The largest and best quality I saw is in the seventh and eighth concessions, and between side lines 5 and 6 and 10 and 11 and extending a short distance into the 9th concession, besides what is shewn as pine timber on the "timber map," there is scattering pine nearly all through the hardwood. I cannot form any proper estimate of the quantity of good pine in the township, but I should say what I have seen will average about two clear and one knotty log of 13 feet long and sixteen inches in diameter, to the tree. Respecting the other timber, the larger portion is black birch, next maple, then hemlock and beech. I found no elm and very little basswood or ash. Cedar is also scarce, mostly of an inferior quality, and confined to a few places. There is a great quantity of balsam, and a dense undergrowth of hazel, etc., more especially around the water, which impedes the progress of the work very materially.

The rock is composed wholly of gneiss and granite, dipping as I have invariably found it, to the north-east. Strike, south-east by north-west. I met with no limestone, nor any appearance of any mineral whatever, not even iron, and very little local attraction of the magnetic needle. There is very little quartz or feldspar; the rocks are mostly gneiss. I collected a few geological specimens at the beginning of the survey, but as there was nothing whatever interesting in them, nor anything which could not be picked up at random on any granite hill, I threw them away.

By referring to the plan, you will perceive that, although there are a large number of lakes, none of them can be called large. I did not personally ascertain whether there are fish in any except Camp Lake, and Lake Tasso, but in these we found very fine salmon trout, and I learned from trappers that all the others, of any size, abound in trout of a very fine quality.

Of the rivers the "East River" is, although in many places a chain wide, a very small stream, and I think that the branch crossed by the north boundary is the main stream, as that branch which extends easterly through Finlayson, dwindles down in many places to a mere creek.

I find on referring to the projected plan of the township, which accompanied my instructions, that "Long Lake" is shewn to be on North River, but this as will be seen by my plan, is not the case. There is another lake, shewn on the same projected plan, on the river at the side line between lots 35 and 36; this is also incorrect; during its whole course in Finlayson there is nothing approaching to a lake on the river, but I am informed, that there are two large lakes on it, in the township east of Finlayson.

North River, although having a bed of about one chain wide on an average, is also in reality a small stream, except during the spring freshets and heavy rains, and will require expensive improvements before timber can be taken down it. On lot 14 there is a perpendicular fall of about twenty feet, and this is the only place where there is a mill site in its whole course through the township.

In my instructions, I am ordered to continue the north boundary of McClintock across lots 30, 31 and 32 of this township, until I reach its north-east angle and plant the necessary posts, at the corners of the above mentioned lots in the 14th concession of McClintock.

I only found the boundary run to the west side of the small lake, shewn on the plan on lots twenty-eight and twenty-nine in Finlayson. From this point I continued the line easterly on the same course till I came opposite the east boundary of McClintock, where I found I was $6\frac{55}{100}$ chains north of the north-west corner of Finlayson. I then calculated on what course to run a line from this point so as to strike my first line at side line 30 and 31 Finlayson, as I thought it better to make the angle at where two road allowances intersected, than at any other point, and on running my new line, westerly I struck the required point. I then adopted this as the true boundary, blazed it, and planted the necessary lot posts on either side of it, from where it strikes the small lake above mentioned to the north-west corner of Livingstone. The true bearing of this line is shewn on my plan and field-notes.

I did not make out separate field-notes of that portion of the work belonging to McClintock, presuming that the notes furnished will be sufficient for both; it took me two days to do the extra work here; it is always more difficult to take up old work than to do new.

I had six men in the field with me, and a cook in camp, Their pay was $18 each per month and board. I will be satisfied with whatever amount the department may choose to allow me for it.

There are no roads whatever in the township, but settlers are rapidly moving into the east side of the township of Sinclair, where there is one road already partly made, and this road will be the most convenient for intending settlers in Finlayson.

There being no squatters or improvements in the township, no inspection returns are required.

I have the honour to be, Sir,
Your obedient servant,
JAMES DICKSON.
Provincial Land Surveyor.

The Honourable T. B. PARDEE.
Commissioner of Crown Lands,
Toronto.

Appendix No. 29.

DISTRICT OF ALGOMA.

TOWNSHIP OF GLADSTONE.

MILL POINT, ONTARIO,
November 12th, 1879.

Sir,—In accordance with instructions received from you, dated 14th June, 1879, to proceed to, and survey the township of Gladstone, on the Mississauga River, north shore of

Lake Huron, into lots of 320 acres each, on the 16th July I left Mill Point for Collingwood, taking with me a chainman and one assistant. Upon my arrival I hired axemen and purchased supplies. From that point I proceeded by steamer to Blind River, where I procured a sail-boat and transported men, supplies, etc., to the mouth of the Mississauga River. Here I secured canoes and proceeded on my way up the river until I arrived at the western boundary of Thompson. I retraced this line northerly to the south-west angle of Patton, where I found an original post.

On the night of Wednesday, the 23rd of July, I took an observation of Polaris, at its eastern elongation, and turning off the azimuth, I measured an angle of 90 degrees and proceeded to run the south boundary of Gladstone. After running exactly 80 chains, I turned and ran a due north line between lots 2 and 3. Making this line my base of operations, I measured 80 chains north and turned off the concession line between 1 and 2 and carried the line both ways to the east and west boundaries, respectively, making lot 2, 40 chains and lot 1 whatever it happened to be. I then ran all my concession lines excepting between 3 and 4, and 5 and 6, which I only ran to the mining locations as directed and shewn on projected plan. I thus carried on my operations to the north and west, finishing up at the north-west angle. In posting the north side of mining location No. 3, I did not plant a post between lots 11 and 12, but called the whole lot 11, as it would have made lot 12 a very small one.

For a like reason I planted no posts between lots 11 and 12, on the north side of mining location No. 2. All distances across lakes and rivers on lines were obtained by either triangulation or offsets.

In traversing Mississauga River, where possible it was done by intersected bearings; other distances were arrived at by careful estimate.

All lakes were traversed by triangulation from a measured base, or bases, as the case required, excepting the small pond on the north boundary which I did not deem of sufficient importance.

As the township has been mostly cut over by lumbermen I found very litttle pine suitable for marketable purposes, but scattered throughout the township large trees are to be found. There is however, a considerable quantity of pitch and Norway pine suitable for railway ties, etc.

There is a considerable lot of hemlock scattered throughout the township, but never in clumps, being mixed up with the hardwood.

Maple and birch form a very fair proportion of the timber, the maple being chiefly of the "birdseye" variety, and possesses no inconsiderable marketable value, as a material for furniture, cabinet ware, etc. The black birch is also a valuable timber for furniture and cabinet makers' purposes. The trees are unusually large, sound and healthy, frequently measuring 40 inches or more across the butt. The balance of the timber is balsam, spruce, cedar and tamarac, chiefly found in the swamps. The cedar is of no marketable value, being too small and scrubby. Frequent thickets of balsam and tamarac are to be found throughout the township, making it very slow work to cut lines through them.

Alder and willow swales are also of frequent occurrence.

The soil is generally a red sandy loam and is well adapted for agricultural purposes. Where exposures occur, as along the river banks, it is found to be underlaid by a kind of heavy blue clay, and this again by a kind ot decomposed clay-stone.

From a geological point of view the township of Gladstone possesses no little interest, as the Huronian and Laurentian formations find their dividing line here. One moment we come across the well known Huronian slates, to be followed the next by the Gneissoid rocks of the Laurentian. Owing to the frequency of water-sheds, numerous high clifts and bluffs are to be found running parallel with the River Mississauga, and also between the different lakes, etc. Those to the east of the township are generally gneiss, and of Laurentian age, while those to the west are composed chiefly of slate, and are of Huronian date. Outside of the mining locations that have been already surveyed, I found no minerals of economic value. I obtained specimens from the different lodes in each location; they are herewith enclosed.

The township is abundantly and well watered, the Mississauga River traversing it from its south-east to its north-west angle. It is a fine river, varying in width from three to

ten chains. The banks are high, in places immense cliffs, at others an exposure of the soil takes place. Here and there along the south and west banks, good flats of arable land are to be found. The river in places is very deep, at others quite shallow, with numerous sandy shoals. It is very rapid over all the shallow points. Quite a number of falls are within the limits of this township, the first one on lot 8, concession 4, being a flat, rough rapid about 15 chains long, with three leaps of an estimated total fall of 10 feet. The Indians, however, run it with their canoes.

The second one, on lot 10, in the 4th concession, is a very picturesque abrupt fall of about 20 feet, an island in the centre of the fall dividing it into two chutes. This is the highest point fish ascend.

The third is known as the "Slate Falls Portage," situated in mining location No. 1, south. It is a very beautiful fall of about 20 feet, and glides smoothly over the natural "dip" of the slate strata, and is about six chains wide. The fourth and last, is situated on the west boundary, in the sixth concession. It is grandly picturesque. Here the whole river takes a sharp turn to the west, at an angle of about 60°, and first rolls over a cliff about 30 feet high into a natural canal, with perpendicular walls. This canal is only 30 feet wide, and the river rushes through it for about ten chains, white with foam, into the adjoining township of Day. It then turns sharply back again to the east, returning to the township of Gladstone. Sturgeon and pike were the only fish we succeeded in capturing.

To the east, entering the township at its north-east corner, and shortly leaving it again to return about half way down the boundary, is the Marsh River. As its name implies, it is a marshy stream, and of no importance, its width at no point exceeding one chain; it is not navigable; no fish were found in it.

Pakawagamengan, or Mud Lake, is the largest within the township. It is situated in the south-west corner. The water is of a somewhat muddy character, but still very good for drinking purposes. Wild rice grows on its shores. Ducks and fish are plentiful, I am told.

Wahquekobing, or Basswood Lake, is the next one of importance, only a bay of it entering this township, the larger part lying in the adjoining township of Day. The water of this lake is beautifully clear and cold, the bottom being plainly visible at a depth of twenty feet or more. Fish are very plentiful, bass, trout, and pickerel being the principal varieties.

Clear Lake, and also the small lake to the east of it, are both clear cold spring lakes, with high bold shores. Trout and bass were found in both. The other small lakes are of no importance, being mere ponds, the water being swampy and brackish.

A great many small springs are to be found all throughout the township.

A small settlement might be formed on the North shore of Lake Pakawagamengan. A man can paddle easily to the Hudson Bay Post at the mouth of the Mississauga River in one day by taking the creek which forms the out-let of this lake, and which passes through the adjoining township of Bright. Mr. Joseph Dupuis, who has a clearing on the boundary between Gladstone and Day, on the north half of 12, in the 2nd concession, informs me he is only 12 miles from a grist mill by way of Lake Wahquecobing and Thessalon River. Mr. Dupuis had as fine a crop of wheat as I have seen for a long time, testifying in the best manner, to the richness of the soil.

Mr. Henry Brisson has also a clearing of about five acres and had an excellent crop of wheat, beans, potatoes and corn. He is also on the north half of lot 12, in the 2nd concession.

Another settlement might be formed around Clear Lake, and also the small lake to the east of it. The eligible flats along the river and also along the north boundary will, in the course of time, be settled up. Taking this township altogether, I think there is fully 50 per cent. of it fit for settlement.

The presence of mining facilities will also be a valuable adjunct in its future settlement.

A mill site might be obtained at the Slate Falls with little expense.

I crossed one of the exploration lines of the Canada Pacific Railway. Should it ever be built, I have no doubt every available foot of land in this district would be taken up.

I have the honour to enclose my returns of survey, which I trust will be found satisfactory.

I have the honour to be, Sir,
Your obedient servant,
MATTHEW J. BUTLER,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

Appendix No. 30.

TOWNSHIP OF BRIGHT AND BRIGHT ADDITIONAL.

LISTOWEL, ONTARIO.
November 1st, 1879.

SIR,—I beg leave to submit the following report of the survey of the township of Bright and Bright additional, in the district of Algoma.

As per your instructions dated the fourteenth day of June, A. D. 1879, I retraced the west boundary of the township of Thompson, until I came to the post between sections nineteen and thirty which point I found to be twenty-four chains and seventy-one links northerly from the shore of Lake Huron. At this point, after ascertaining by astronomical observation the true course, I ran due west, astronomical, for the front of the third concession, planting a post at forty chains, being the point between lots 1 and 2; at eighty chains, I ran due north between lots 2 and 3, and continued north, laying off the fourth and fifth concessions at a depth of eighty chains each, leaving the 6th concession plus or minus as the case might be. On arriving at the north boundary, I found that P.L.S. M. J. Butler had already run the said boundary between Bright and Gladstone. I therefore produced the concession lines due east and west, running the side lines due north and south as per your instructions.

I traversed Lake Pakawagamengan and another small lake, being all that I considered large enough.

I also traversed the River Mississauga from the point that it crosses the north boundary oft his township to the point on the east boundary at which it flows out.

Also the shore of Lake Huron, commencing at the south-east corner of this township, and ending at the south-east corner of the Indian reserve, connecting the same with the concessions and side lines.

In Bright additional I found lines running north and south, and east and west, cut and blazed. On enquiry I ascertained that some parties had during last winter run these lines with a view of taking up the best lots and making improvements thereon. Commencing their survey from the Indian reserve, making the concessions and lots correspond therewith, it did not coincide with the proper survey, consequently on some lots more than one party had made improvements, thereby causing disputes.

The greater portion of the township is covered with cedar, pine, tamarac, spruce and balsam, mixed with birch, poplar and hemlock. The pine is very much scattered, but of good quality, the Dyment lumber company having taken out the greater part during last winter.

In the north-east portion of Bright there is a district which has been burnt over some ten or twelve years ago, leaving here and there a small patch of the original forest. The greater portion of this district is covered with balsam, tamarac, cedar, poplar and birch scrub with here and there a dry pine standing.

In Bright additional there are several hardwood ridges, very heavily timbered with maple, birch, and hemlock; in the valleys and flats considerable ash and elm.

Nearly all of Bright is of clay loam, but rather wet and cold, with the exception of a portion of the burnt district which is more rolling, and consequently drier and more porous.

In Bright additional the soil is not so good, in many places nothing but blowing sand, and in the swamps quick-sand bottom.

Water is of good quality, and abundant throughout the township. Quite a number of fine springs and small streams. In the lakes the water is clear and good, but soft.

Nearly all the rock in this township is argillaceous. In the north-east portion of Bright there are several ridges of this rock protruding in many places over fifty feet in height, but narrow. The soil between these ridges is of excellent quality.

Red granite crops out here and there along the shore of Lake Huron, but does not protrude more than ten feet; boulders of granite and pudding stone, containing jasper, are found along the shore and a short distance northerly.

I did not consider it necessary to collect any specimens of rock, there being nothing of any value to be found.

The greater portion of the township is level and fit for cultivation, having excellent facilities for transportation by water, and if settled with thrifty farmers would in a few years become a prosperous settlement.

All of which is respectfully submitted.

I have the honour to be, Sir,
Your obedient servant,
LEWIS BOLTON,
Provincial Land Surveyor.

To the Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

Appendix No. 31.

TOWNSHIP OF PARKINSON.

COLLINGWOOD, ONTARIO.
November 15th, 1879.

SIR,—I have the honour, in accordance with instructions dated June 17th, 1879, to submit the following report on the survey of the Township of Parkinson, in the district of Algoma :—

Having reached the landing at the mouth of Blind River, by steamer, I proceeded with canoes up the "Mississauga" as far as the second falls, about fifteen miles from its mouth. From this place I had to pack my supplies and outfit, about four miles north to reach the south boundary of the township.

I commenced the survey by starting from the post at the north-west angle of the township of Patton, and working northerly and westerly, completing about two thirds of the distance from east to west, as we moved north and the balance as we returned south.

With regard to the agricultural capabilities of this township, I am compelled to report very unfavourably, not more than ten per cent. of its area being in my estimation of it for settlement. Its general character is that of a rocky mountainous district with no well defined outline to the hills, but broken up into an almost endless variety of bluffs. Near the south boundary are a few lots of good land, but unless the adjacent portion of the Township of Gladstone is also good, I fear there would not be a sufficient area on which to form a settlement.

Regarding timber there is a considerable quantity of hardwood, principally maple, on the high land, but following the general character of the district, the land on which it

grows is almost invariably stony. Occasional white pine trees are met with, scattered here and there throughout a considerable portion of the township, but nowhere except perhaps, at the south-west corner of the township in sufficient quantities to attract the lumbermen.

I found several indications of mineral deposits. Specular iron ore seeming to predominate.

Fish are numerous in Lakes Cleland and Constance, but no brook trout were met with in the streams. The only stream of any size flowing through the township is the Little White River. It is navigable for canoes, though in many places the water is very shallow, and rapids are numerous. On the left bank of this stream in this township a few miles of open prairie are met with, but here unfortunately, the soil is worthless, being a very light sand of inferior quality.

I have the honour to be, Sir,
Your obedient servant,
E. Stewart,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

Appendix No. 32.

Township of Wells.

Belleville, Ontario, November 21st, 1879.

Sir,—I have the honour to report that, in accordance with my instructions bearing date the 23rd of June, 1879, I have completed the survey of the Township of Wells, in the District of Algoma.

I proceeded to the township *via* Collingwood, where I procured my supplies and employed most of my party. I here took the steamboat to Blind River Mills, and then having purchased canoes, I proceeded up the Mississauga River, which took me to the south-east angle of the township of Wells.

As instructed, I had previously communicated with Messrs. Stewart and Abrey about running the south boundary of Wells and Parkinson, which you desired should be one continuous line, and I had made an arrangement that Mr. Abrey should run all the boundary line between Day and Wells and meet Mr. Stewart's line at the South-west angle of Parkinson, while I should run all the boundary line between Wells and Parkinson. I, therefore, found all my south boundary already run by Mr. Abrey, and the south-west angle of Parkinson (being the south-east angle of Wells) actually determined. In consequence of this I commenced work here instead of at the south-west angle as directed in my written instructions.

I took an observation of Polaris here, and starting from the post planted by Mr. Stewart for the south-west angle of Parkinson, I ran the line between Wells and Parkinson due north six miles, to intersect the north boundary of Parkinson.

At every 80 chains, on this line, I commenced the concession lines, which I ran due west to intersect the eastern boundary of Bridgland. I ran my north boundary on such a bearing as to strike the north-east angle of Bridgland. As will be seen on the accompanying plan, the side lines I ran all due north.

The River Mississauga flows through the township, entering it on Lot 7, in the 6th Concession, and leaving it near the south-east corner. In its course through this township, the river averages from 200 to 250 feet in width, and is generally shallow, in some places less than a foot in depth, while in others the water is five and six feet deep.

The shallow places are generally caused by gravel and sand bars, and the current is usually swift and strong, but where the water is deep the current is very gentle. There

are no rapids on the river from the south boundary up to where the line between Lots 4 and 5 crosses it on Concession 6. From the north boundary down to this point the river flows through a chasm in a high mountain range, which traverses the northern portion of the township; through this gorge, for over a mile, the stream is a succession of cascades and rapids, and the banks on each side are steep and precipitous in the extreme.

I saw only four small lakes in the township and there are no important streams except the Mississauga.

The land in this township will I think compare favourably with any of the surrounding townships in this section of the country there being large tracts of hardwood among which can be found some very fair farms, and along the river there are some excellent flats of good land.

Towards the south-east corner is a tract of country bearing a considerable quantity of small sized white pine timber of very fair quality mixed with balsam and birch. Through this section the soil is light and gravelly.

Traversing the south-west corner there is a tract of about 2,000 acres of rocky barren country, covered with small scrubby timber. This section is good for nothing.

A large hardwood tract comes in to the west of the pinery and north of the rocky belt, and sweeps towards the north and west, and embraces some twelve or fifteen thousand acres; a great deal of this hardwood tract is very stony, but the soil is an excellent sandy loam.

Towards the north of the township the timber is generally of a mixed character, consisting chiefly of balsam, spruce, birch, poplar, &c.,

A most remarkable feature in this section of the township is a large open plain or prairie embracing about 2,000 acres. On this plain there are occasional clumps of spruce, pitch pine and poplar, but in places it is like an open field. The soil on this plain is generally gravelly, but in some places it is a very good yellow loam.

To the north of this plain the mountain ranges occur through which the Mississauga cleaves its course and these ranges form a very marked feature in the northern portion of the township. There are some very high hills in this township, but it is not so generally mountainous as most of the adjoining townships. I think on the whole that from 40 to 50 per cent. of the land is fit for settlement, but at present there is no way for intending settlers to get in except by the river.

If a road were built to connect this section of the country with the Thessalon settlements and Bruce Mines, I have no doubt but that a good settlement could be formed there.

The rocks appear to be the slate rock and quartzites of the Huronian formation while in some sections the Laurentian gneiss predominates. I saw some indications of copper, but did not make any particular examinations. There appears to be iron present towards the north-east corner of the township, judging from the disturbance of the magnetic needle.

I do not think that there are any fish in the river in this township as the falls in the township of Gladstone stop them from coming up. I had no means of ascertaining whether there were any in the small lakes.

There appears to be a good many beaver on the small streams throughout the township, but other fur bearing animals appear scarce. Moose-tracks are occasionally seen, but I do not think moose are very plentiful. I saw no signs of the common deer.

I have the honour to be, Sir,
Your obedient servant,

THOMAS O. BOLGER,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

Appendix No. 33.

TOWNSHIP OF DAY.

LITTLE CURRENT, ONTARIO,
October, 15th, 1879.

SIR,—In compliance with instructions from the Honourable the Commissioner of Crown Lands, for Ontario, dated at Toronto, the 14th day of June last, I sub-divided the Township of Day into farm lots, and beg to forward herewith copies of field notes, inspection report, and plan of the survey of the same, and to report as follows:

I proceeded to the locality by way of Mississauga River, with an open sail boat, going up the river with the same, some 15 miles, to the second considerable rapids. I there abandoned the sail boat and took to canoes, continuing up the river some three-fourths of a mile farther, to the portage crossing over to the most easterly end of Lake Waquekobing, thence portaged to the lake, and thence with canoes to the westerly side of the township of Day, to commence work.

I commenced the survey by tracing the eastern boundary of Kirkwood southerly, from the shore of Lake Waquekobing to the limit of Cons. 4 and 5, of Kirkwood, making this point also the starting point for Day, and ran due east from this point, planting posts at every 40 chains, marking the angles of the lots along the front of the 5th Concession of Day. Thence by lines north and south, and east and west, I sub-divided into blocks of one mile square.

The boundary lines of Kirkwood, Thessalon, Gladstone and Parkinson were already run, and these were adhered to as boundaries of Day. I ran the boundary between Day and Bright additional, due west from the south-west angle of Gladstone to Thessalon and the boundary between Day and Wells, due east from the north east angle of Kirkwood to side line between lots 6 and 7. Thence I ran south 84¼° east, to intersect with the south-west angle of Parkinson.

The running of this northern boundary of Day was delayed till the last, hoping that the surveyors of the adjacent townships would fix the point at its eastern end, and thus enable me to make it a straight line. Disappointed in this, I ran east as mentioned, till the eastern end was fixed, and connected with a straight line.

The instruments used were the same as those used and described last year, the principal ones being a solar compass and a solar transit. All lines and observations were run or made with one of these.

The township has a very large portion of its surface covered with lakes, more than a third of the area being water. The lakes all afford abundance of good fish, and will give good access for settlement prior to the construction of roads.

The surveys of the lakes were entirely made by triangulation, the whole being based on that independently made for the concession and side lines of the township.

All posts, not otherwise described in the field notes, are composed of cedar, all well secured in the ground, and properly marked with a scribe.

All that portion of the township south of Lake Waquekobing, is well adapted for settlement, excepting a narrow strip bordering that lake. No better agricultural land exists than a large portion of this described belt. North of that lake is much broken with rocks. Some 5 or 6 lots only, in the north-eastern portion, near the Mississauga River, are of fair quality.

The projected Georgian Bay branch of the Canada Pacific Railway, traverses entirely across this township, between the lakes. The liberal grants recently expended on colonization roads in Algoma, have made access to the western side of the township, from the port of Thessalon, easy. The settlers have already extended these nearly a mile into Day.

No portion of the township has been injured by recent fires except in one or two places along the boundary of Thesalon, where some little timber has been destroyed.

The timber, as is the rule in this country, is generally composed principally of maple. Some considerable swamps were met with in the southern part of the township. Some

good pines were seen in the north-easterly section, but not of sufficient extent to make it desirable for any reservations.

A good water-power exists on Lot 3, in the Second Concession, on the outlet of Lake Waquekobing, and ought to be reserved. Of course, a large amount of water-power exists on the various falls of the Missisagua River, but is not very available for the immediate requirements of the pioneer settler.

No economic minerals were discovered anywhere. In a few places, principally on the shores of the large lake, considerable local magnetic attraction was observed. Some copper mines have been opened up and abandoned near the eastern boundary of Day, in Gladstone. A location comprising one of these copper mines extends into Day from Gladstone, as shown on plan of the township. None of its boundaries were observed in running the lines in Day, and being unaware of its existence no special search was made to discover any. After coming home, P. L. S. Butler, in surveying the adjoining township traced out the location lying partly in Gladstone and partly in Day, and kindly forwarded me the field notes of his survey of the portion in Day. These have been inserted in the accompanying field notes and the plan constructed accordingly.

Already, prior to the survey, or during its progress, nearly the whole of the township south of Lake Waquekobing has been squatted upon by what would appear to be actual *bona fide* settlers. The improvements made by these, with such other information concerning the same as could be obtained, will be found detailed in the field notes and inspection report accompanying this report.

I have the honour to be, Sir.
Your obedient servant,
G. Brockitt Abrey,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

REPORT

OF THE

Commissioner of Crown Lands

OF THE

PROVINCE OF ONTARIO

FOR THE YEAR

1880.

Printed by Order of the Legislative Assembly.

Toronto:
PRINTED BY C. BLACKETT ROBINSON, 5 JORDAN STREET.
1881.

CONTENTS.

PAGE.

Commissioner's Report:—

Crown Land Sales v
Clergy Land Sales v
Common School Land Sales v
Grammar School Land Sales vi
Collections and Revenue vi
Disbursements vi
Revenue arising from Crown Timber vi
Free Grants vi
Crown Surveys vi
Muuicipal Surveys vii
Mineral Surveys in Unsurveyed Territory vii
Colonization Roads vii
General Observations—Woods and Forests vii
" Mines and Minerals viii

Appendices:—

Return of Officers and Clerks in the Department 1
" Crown Land Agents for sale of lands 3
" " " for disposal of Free Grants 4
Statement of lands sold, and amounts of sales and collections 5
" Gross Collections 6
" Receipts, considered as Revenue 6
" " " Special Funds 7
" Gross Disbursements 8
" Letters Received and Mailed 11
" Timber and amounts accrued from Dues, etc 12
" Revenue collected from Woods and Forests 14
Return of Crown Timber Agents 15
" Locations, Sales, etc., under Free Grants Act 16
Statement of Crown Land Surveys completed during the year 20
" " " in progress 21
" Municipal Surveys for which instructions were issued 22
" " " confirmed 23
" Mineral Lands patented in unsurveyed territory 24
" Work performed in Survey Branch 25
Statement of Candidates who have passed Board of Examiners of Land Surveyors ... 26
" Crown Patents issued during the year 27

PAGE.

Report on Colonization Roads and Bridges 28
" " North Division..... 28
" " West Division 31
" " East Division 37
" " Summary of Expenditure..... 44
" " Recapitulation 46
Report on Mining in North Hastings—W. Coe..... 47
" " " " Chas. J. Pusey 51
Surveyors' Reports :—
District of Nipissing—Springer 53
" " Caldwell 54
" " Ferris 56
" " Chisholm 57
" " Peck 59
" Parry Sound—Cowper..... 60
" " Conger 61
" Muskoka—Gibson..... 62
County of Hastings—Residue of Dungannon..... 63
" " " Mayo 63

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO,

FOR THE YEAR 1880.

To His Honour the Honourable JOHN BEVERLEY ROBINSON,
Lieutenant-Governor of the Province of Ontario:

MAY IT PLEASE YOUR HONOUR,

I have the honour, in conformity with the provisions of the Act respecting the sale and management of the Public Lands, to submit to Your Honour the following Report of the proceedings, transactions and affairs of the Department of Crown Lands for the year 1880, commencing, as usual, with statistical details and concluding by general observations.

CROWN LANDS.

There were sold of the Crown Lands, during the year 1880, 30,722 acres. The sales amount to $23,117.88, and the collections to $38,867.90. (*See Appendix No. 4, page 5.*)

CLERGY LANDS.

There were sold of the Clergy Lands, during the year 1880, 1,977 acres. The sales amount to $4,157.58, and the collections to $18,613.87. (*See Appendix No. 4, page 5.*)

COMMON SCHOOL LANDS.

There were sold of the Common School Lands, during the year 1880, 1,002 acres. The sales amount to $2,842, and the collections to $40,243.42. (*See Appendix No. 4, page 5.*)

GRAMMAR SCHOOL LANDS.

There were sold of the Grammar School Lands, during the year 1880, 1,389 acres. The sales amount to $1,837.64, and the collections to $5,027.47. (*See Appendix No. 4, page 5.*)

COLLECTIONS AND REVENUE.

The total collections in the Department, during the year 1880, amount to $616,311.96, of which $542,974.11 may be considered as Revenue, thereby shewing an increase in the total collections, over the year 1879, of $158,971. (*See Appendices Nos. 5 & 6, page 6.*)

DISBURSEMENTS.

The gross disbursements of the Department, for the year 1880, amount to $195,541.70. (*See Appendix No. 8, pages 8, 9 and 10.*)

REVENUE ARISING FROM CROWN TIMBER.

The accruals for timber dues, ground rents, etc., during the year 1880, are $413,415.86. (*See Appendix No. 10, pages 12 and 13.*)

The amount collected on account of timber dues, ground rents, etc., is $501,442.17. (*See Appendix No. 11, page 14.*)

FREE GRANTS.

At the date of my last Report, there were open for location, under the Free Grants and Homestead Act, ninety-four Townships, and during the year 1880, twenty-three Townships were added, viz.: Baxter and Sinclair in the District of Muskoka, McConkey, McKenzie, Shawanaga, Wilson, Ferrie, Gurd, Lount, Machar Mills, Pringle, Strong, Bethune, Joly, Proudfoot, Hardy, Himsworth, Nipissing and Patterson in the District of Parry Sound, and Maria, Papineau and the Lots on the Pembroke and Mattawa Road in the District of Nipissing, making a total of 117 Townships now open for location.

During the year, 1,292 locations were made on 181,745 acres of land, and 3,621 acres were sold to 110 locatees.

During the same period 870 lots located in former years were cancelled for non-performance of the settlement duties, and 487 patents were issued to Free Grant Settlers. (*See Appendix No. 13, pages 16, 17, 18 and 19.*)

CROWN SURVEYS.

The undermentioned surveys have been performed during the year, that is to say: the Townships of Gibson, Cowper, Conger, Peck, Chisholm, and Ferris, and the residue of Mayo, Dungannon, Hardy, Patterson, Gurd, Himsworth, and Nipissing, have all been sub-divided into farm lots of 100 acres each, and the Townships of Caldwell, Springer and McMahon into Lots of 320 acres each.

The returns of the above-named surveys, with the exception of those of McMahon and the residue of Hardy, Patterson, Gurd, Himsworth, and Nipissing have been received, examined and closed.

The complete returns of the Townships of Wallbridge and Butt, surveyed into farm lots in 1879, not having been received at the date of my last Report, have been completed and closed during the year 1880.

The particulars in relation to all these surveys will be found in *Appendices Nos. 25, 26, 27, 28, 29, 30, 31, 32, 33 and 34, pages from 53 to 64 inclusive.*

MUNICIPAL SURVEYS.

Eight Municipal Surveys have been confirmed during the year, consisting of the establishing and planting of stone and other durable monuments at the angles of Lots in the Townships of Dawn, Grimsby, East and North Gwillimbury, Moore, Otonabee, Uxbridge, and the Village of Penetanguishene. Instructions were issued for twelve Municipal Surveys during the year, two of which have been completed and approved of, and are included in those above mentioned, the particulars of which will be found in *Appendices Nos. 16 and 17, pages 22 and 23.*

MINERAL SURVEYS.

One hundred and fifteen acres on the North Shore of Lakes Huron and Superior, in unsurveyed Territory, have been patented for Mining purposes during the year, the purchasers furnishing the required plans, field notes and descriptions. (*See Appendix No. 18, page 24.*)

COLONIZATION ROADS.

The total expenditure on Colonization Roads, during the year 1880, amounts to $102,261, the particulars of which will be found in the Superintendent's Report. (*Appendix No. 22, pages from 28 to 46 inclusive.*)

GENERAL OBSERVATIONS.

Woods and Forests.

In my Report for 1879, I had the satisfaction of stating that an improvement had taken place in the sawn lumber business that year, and that towards the close of the season some activity was observed in the demand for square and board pine, and that a favourable market for such timber was anticipated during the year 1880. From the appearance of matters generally in the sawn lumber business and the prospective demand for square timber, I ventured an opinion that the long-continued depression which had overshadowed the trade had at last disappeared, and that for some years to come transactions would be remunerative to all concerned.

The year just closed has been marked by a spirited demand for sawn lumber and square pine at fair prices.

The cut of pine both in saw logs and square timber during the winter of 1879-80 considerably exceeded that of the previous year, and the present winter, so far, being favourable to operations in the woods, there is every prospect that the current season's lumbering operations will shew a large increase over those of recent years.

MINES AND MINERALS.

Gold.

William Coe, a gentleman largely interested in the Iron Mines of North Hastings, states that considerable progress has been made in mining for gold in the Township of Marmora during the year.

The sinking on the Gatling mine has been carried to the depth of 100 feet, and the property having recently changed hands at a handsome figure, preparations are being made by the new company to carry on the mining business there on a large scale. They intend immediately to erect a 100-stamp mill, and are making preparations to employ 300 men. The average yield of the quartz may be placed at $10 per ton, although different prtions are found to be exceedingly rich, and give much larger figures as a yield.

Mr. Alexander Brown has erected a quartz mill, consisting of ten run of stamps, at Bannockburn, and is kept at work on ore from the Vankleek mine, situated in the Township of Tudor, the yield being $10 per ton in gold, and five per cent. in copper.

Other veins of rich gold bearing quarts have been discovered in the neighbourhood, and will doubtless be worked at no distant day. It may therefore be fairly assumed that mining for gold in North Hastings is about to be largely and profitably carried on. *(See Appendix No. 23, page 47.)*

Silver.

Some exceedingly rich veins of ore, impregnated with native silver, are said to have been recently struck in the mine at Silver Islet, from which large quantities of valuable ore have been obtained, but mining for silver in other parts of the Thunder Bay District do not appear to have made much progress during the year.

Phosphates.

An increased demand for phosphates and better prices have encouraged parties engaged in the business to extend their operations, and the consequence is, a largely increased production. Six thousand tons are alleged to have found their way from the interior to Kingston during the year, and thence shipped; 4,016 tons to Great Britain *via* Montreal, and 1,984 tons to the United States. A considerable quantity has also been brought from the interior to Brockville during the year, and thence shipped, but the exact quantity has not been ascertained.

Iron.

Messrs. William Coe and C. J. Pusey, practical miners, and gentlemen deeply interested in the Iron Mines of North Hastings and Peterboro', report largely increased activity in mining operations during the year.

Mr. Pusey, who owns and works the Seymour mine in Madoc, has extended his operations in the mine to the depth of 110 feet, and works six drills by compressed air, driven by an engine of 80 horse-power, and has shipped from this mine to the United States during the year, 12,000 tons.

The Wallbridge Red Hematite mine is owned and worked by Messrs. Coe, Mitchell and Company, who have extended their operations to the depth of 75 feet, and have shipped during the year 15,000 tons, their present out-put being 150 tons per day.

The next in magnitude is the Sexsmith mine, owned and worked by Messrs. Cleveland and Brown, of Cleveland, Ohio. They have now about 42 men at work, and have shipped during the year 3,000 tons.

Several other mines in the neighbourhood have been recently opened up with the view of testing the quality of the ore and capacity of the mines, and a large amount of labour performed. The result so far has proved exceedingly satisfactory to the parties concerned.

The Mississippi mines have produced during the year 8,000 tons of ore, which have been brought to Kingston by the Kingston and Pembroke Railway, and thence shipped to the United States; while a large quantity has been brought in from the interior and shipped at Brockville.

The foregoing information is chiefly derived from the interesting letters of Messrs. Coe and Pusey, and will be found in *Appendices Nos. 23 and 24, pages 47 to 52 inclusive.* and are well worth a careful perusal.

Taking, therefore, the increased activity shown in mining operations during the year as an index to future success, I feel assured that I have been fully borne out in the hope expressed in my Report of the last year, that the iron interests in Ontario are about to assume large proportions.

Respectfully submitted,

T. B. PARDEE,

Commissioner.

Department of Crown Lands,

Toronto, 31st December, 1880.

APPENDIX No. 1.

RETURN of Officers and Clerks in the Department of Crown Lands for the year 1880.

BRANCH.	Name.	Designation.	When appointed.	Salary per annum.	REMARKS.
				$ c.	
	Hon. T. B. Pardee	Commissioner	1873, Dec. 4th	4,000 00	
	Thos. H. Johnson	Assistant Commissioner	1869, Aug. 21st	2,800 00	
	George Kennedy	Law Clerk	1872, Feb. 1st	1,800 00	
	T. W. Gibson	Shorthand Writer and Clerk	1880, Aug. 18th	1,000 00	
Free Grants and Sales	A. Kirkwood	Chief Clerk	1854, March 21st	1,700 00	
	J. M. Grant	Clerk	1860, May 12th	1,250 00	
	J. J. Murphy	Clerk in charge of Free Grants	1872, May 1st	1,000 00	
	P. Alma	Clerk	1871, Aug. 1st	850 00	
	Julian Sale	Clerk	1871, Aug. 5th	750 00	
Surveys, Patents and Roads	G. B. Kirkpatrick	Surveyor and Draughtsman	1866, Jan. 30th	1,500 00	
	W. Revell	Draughtsman	1871, Oct. 2nd	950 00	
	E. Fox	Chief Clerk, Patents	1857, Sept. 28th	1,400 00	
	A. J. Taylor	Clerk	1872, Oct. 1st	1,200 00	
	J. W. Bridgland	Surveyor and Superintendent of Colonization Roads	1856, Jan. 22nd	1,800 00	Died October, 1880.
	C. Cashman	Clerk	1872, Sept. 1st	1,000 00	
Woods and Forests	G. B. Cowper	Chief Clerk	1857, Oct. 14th	2,000 00	
	J. A. Macinnes	Clerk	1872, Dec. 20th	1,200 00	
	H. G. Langlois	Clerk	1868, Aug. 1st	850 00	
	E. G. Kirby	Clerk	1869, Aug. 1st	700 00	
Accounts	William Ford	Accountant	1852, April 10th	2,000 00	Resigned 30th June, 1880.
	D. G. B. Ross	Book-keeper	1861, April 15th	1,250 00	
	R. H. Browne	Chief Clerk Agents' Returns	1862, May 14th	1,250 00	
	E. Leigh	Clerk	1873, Dec. 20th	750 00	

RETURN of Officers and Clerks in the Department of Crown Lands for the year 1880.

BRANCH.	Name.	Designation.	When appointed.	Salary per annum.	REMARKS.
				$ c.	
	J. Morphy	Registrar	1851, June 1st	1,600 00	
	C. P. Higgins	Clerk	1873, July 1st	850 00	
	J. Bradshaw	Office-keeper	1852, March 27th	500 00	
	A. McDonald	Messenger	1862, May 19th	500 00	

D. GEO. ROSS,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1880.

APPENDIX No. 2.

List of Crown Land Agents for Sale of Lands, 1880.

Name.	District or County.	Date of Appointment.	Commission.	Remarks.
			$ c.	
Alex. McNabb	Bruce	1851, April 29th	245 98	
E. Perry	Part of Frontenac and Addington	1856, March 27th		
J. McKibbin	" Victoria	1870, November 24th	28 99	
R. Macpherson	" Frontenac	1871, July 19th	500 00	Salary per annum.

D. GEO. ROSS,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

Department of Crown Lands,
Toronto, 31st December, 1880.

APPENDIX No. 3.

List of Crown Land Agents for the disposal of Free Grants, 1880.

Name.	District or County.	Date of Appointment.	Salary per Annum.	Remarks.
			$ c.	
D. Anderson	Part of Peterborough	1870, November 21st	500 00	
S. G. Best	" Parry Sound District	1875, March 23rd	500 00	
C. P. Brown	" Algoma	1872, June 25th	500 00	
John F. Day	" Algoma District	1875, July 19th	500 00	
J. R. Dawson	" Frontenac and Addington	1877, January 17th	500 00	
E. Handy	" Parry Sound District	1878, January 3rd	500 00	
J. W. Fitzgerald	" Victoria	1875, November 9th	500 00	
A. Kennedy	" Renfrew	1871, August 21st	500 00	
J. Mahon	" "	1875, March 31st	500 00	
H. Mackay	" Parry Sound District	1879, July 12th	500 00	
J. Reeves	" District of Nipissing	1872, February 12th	500 00	
J. R. Tait	" Hastings	1869, May 28th	500 00	
Aubrey White	" District of Muskoka	1878, April 30th	500 00	
Amos Wright	" Thunder Bay District	1875, May 5th	500 00	
J. S. Scarlett	" Parry Sound District	1880, June 17th	500 00	

D. GEO. ROSS,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

Department of Crown Lands,
Toronto, 31st December, 1880.

APPENDIX No. 4.

STATEMENT of Acres of Land Sold, Amount of Sales, and Amount of Collections for the year 1880.

SERVICE.	Acres Sold.	Amount of Sales.	Amount of Collections.
		$ c.	$ c.
Crown Lands	30,722	23,117 88	38,867 90
Clergy Lands	1 977	4,157 58	18,613 87
Common School Lands	1,002	2,842 00	40,243 42
Grammar School Lands	1,389	1,837 64	5,027 47
Total	35,090	31,955 10	102,752 66

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1880.

APPENDIX No. 5.

STATEMENT of Gross Collections of the Department of Crown Lands for 1880.

SERVICE.	AMOUNT.
	$ c.
Crown Lands	38,867 90
Clergy Lands	18,613 87
Common School Lands	40,243 42
Grammar School Lands	5,027 47
Woods and Forests	501,442 17
Casual Fees	632 98
Inspection Fees	833 49
Settlers' Homestead Fund	104 20
Timber Limits' Survey	919 52
Destitute Settlers	12 15
Surveyors' Fee Fund	161 70
Suspense Account	9,453 09
	616,311 96

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1880.

APPENDIX No. 6.

STATEMENT of the Receipts of the Department of Crown Lands for the year 1880 which are considered as Revenue.

SERVICE.	AMOUNT.
	$ c
Crown Lands	38,867 90
Woods and Forests	501,442 17
Casual Fees	632 98
Inspection Fees	833 49
Settlers' Homestead Fund	104 20
Timber Limits' Survey	919 52
Destitute Settlers	12 15
Surveyors' Fee Fund	161 70
	542,974 11

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1880.

APPENDIX No. 7.

STATEMENT of the Receipts of the Department of Crown Lands for the year 1880, which are considered as *Special Funds.*

SERVICE.	—	—
	$ c.	$ c.
Clergy Lands:		
Principal	12,226 67	
Interest	6,387 20	
		18,613 87
Common School Lands:		
Principal	21,317 24	
Interest	18,926 18	
		40,243 42
Grammar School Lands:		
Principal	4,157 64	
Interest	869 83	
		5,027 47
Total Collections		63,884 76
Refunds:		
Common School Lands		719 46

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1880.

APPENDIX No. 8.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the year 1880.

SERVICE.	——	——	——
	$ c.	$ c.	$ c.
AGENTS' SALARIES AND DISBURSEMENTS.			
Commission.			
J. McKibbon	28 99		
A. McNabb	245 98		
Geo. Jackson	106 00		
H. Hamilton	58 68		
		439 65	
Agents' Salaries.—Land.			
D. Anderson	500 00		
S. G. Best	500 00		
C. P. Brown	500 00		
J. F. Day	500 00		
J. R. Dawson	500 00		
J. W. Fitzgerald	500 00		
E. Handy	500 00		
Adam Kennedy	500 00		
J. Mahon	500 00		
R. Macpherson	500 00		
H. Mackay	500 00		
J. Reeves	500 00		
J. S. Scarlett	267 80		
J. R. Tait	500 00		
Amos Wright	500 00		
Aubrey White	500 00		
		7,767 80	
Agents' Salaries.—Timber.			
J. F. Way	1,440 00		
J. A. G. Crozier	500 00		
J. B. McWilliams	2,000 00		
Thos. E. Johnson	1,600 00		
J. McDonald	150 00		
		5,690 00	
Agents' Postage.			
D. Anderson	24 63		
S. G. Best	27 30		
C. P. Brown	25 10		
A. S. Cadenhead	1 20		
J. F. Day	15 36		
J. R. Dawson	13 91		
J. W. Fitzgerald	22 75		
H. Hamilton	13 24		
Wm. Jackson (Estate)	5 92		
Adam Kennedy	6 99		
J. Mahon	5 34		
R. Macpherson	11 77		
E. Handy	34 12		
H. Mackay	28 22		
A. McNabb	29 70		
E. Perry	5 91		
J. S. Scarlett	8 64		
J. R. Tait	9 34		
Amos Wright	37 95		
Aubrey White	97 87		
		425 26	
Carried forward			

APPENDIX No. 8.—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the year 1880.

SERVICE.	—	—	—
	$ c.	$ c.	$ c.
Brought forward			
Inspections.			
Geo. Bick	98 50		
D. E. Buist	29 50		
J. F. Day	74 50		
J. R. Dawson	5 00		
John Green	165 00		
P. W. Freeman	367 31		
E. Handy	17 00		
S. M. Johnson	120 65		
Adam Kennedy	38 05		
John Kennedy	136 00		
W. Margach	207 40		
D. F. Macdonald	115 80		
J. S. Scarlett	11 00		
Jos. Shaw	54 80		
Aubrey White	47 25		
F. B. Day	183 50		
		1,671 26	
Miscellaneous.			
C. E. Belle, Timber Services	100 00		
J. A. G. Crozier, Board	84 75		
J. F. Day, Stationery	1 95		
W. Edwards, Guarding Islands	20 00		
Thos. E. Johnson, Disbursements	140 10		
Geo. Kennedy, Travelling Expenses	24 00		
D. F. Macdonald, Checking Returns	116 00		
H. Mackay, Stationery	2 50		
W. McGowan, Measuring Logs	42 00		
J. B. McWilliams, Disbursements	264 19		
E. Perry, Stationery	5 96		
A. J. Russell, "	36 28		
J. S. Scarlett, Disbursements	59 73		
J. Shaw, Checking Returns	49 00		
John Thompson, Expenses *re* Water Lot, Muskoka	39 00		
J. F. Way, Disbursements	480 00		
J. Wilson, Timber Services	260 00		
		1,725 46	
			17,719 43
Wood-Ranging.			
Geo. Bick		1,164 19	
Jno. Brady		640 00	
N. Crowe		63 00	
J. B. Campbell		697 00	
F. B. Day		147 50	
P. W. Freeman		1,100 00	
S. M. Johnson		1,754 79	
Jno. Kennedy		780 00	
J. W. Lee		494 83	
L. Lundry		141 10	
D. F. Macdonald		1,005 60	
Wm. Russell		1,520 98	
Jos. Shaw		1,537 06	
J. W. Smith		1,115 62	
S. L. Soper		422 00	
A. Starkey		24 00	
J. B. Turgeon		660 00	
A. White		175 00	
			13,442,67
Carried forward			

APPENDIX No. 8.—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the year 1880.

SERVICE.	——	——	——
	$ c.	$ c.	$ c.
Brought forward			
Refunds			4,516 99
Colonization Roads			102,204 81
Surveys			37,436 25
Destitute Settlers			9,532 74
Contingencies.			
Printing and Binding		1,012 76	
Stationery		1,241 62	
Postage		884 29	
Fuel		996 90	
Fireman		560 25	
Night Watchman		458 75	
Advertising and Subscriptions		333 34	
Extra Clerks, not on permanent list		1,898 66	
Law Costs		406 88	
Sundries		1,486 88	
			9,280 33
Two per cent. of duties collected on timber cut on road allowances Paid to Municipalities			1,083 48
Board of Surveyors			325 00
			195,541 70

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1880.

APPENDIX No. 9.

STATEMENT of the Number of Letters received and mailed by the Department of Crown Lands in 1877, 1878, 1879 and 1880.

YEARS.	BRANCHES.										
	Sales and Free Grants.	Accountants.	Surveyors.	Woods and Forests.	Colonization Roads	Transferred to other Departments.	TOTALS.	Names Indexed.	Enclosures.	Orders in Council.	Returned, not called for at address.
1877.	11,920	2,159	1,187	2,240	1,442	66	19,014	24,200	36,500	29	71
1878.	12,366	1,931	1,081	2,013	1,562	58	19,011	24,200	36,500	22	93
1879.	10,190	1,596	856	1,966	1,931	64	16,603	20,000	30,000	25	53
1880.	9,770	1,526	992	2,274	1,791	49	16,402	19,500	29,500	32	23

Letters mailed from the Department in 1877, 19,625; in 1878, 20,087; in 1879, 18,526; in 1880, 18,290.

JOHN MORPHY,
Registrar.

THOS. H. JOHNSON,
Assistant Commissioner.

Toronto, Dec. 31st, 1880.

APPENDIX

WOODS AND

STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

QUANTITIES AND DESCRIP

TERRITORIES AND NAMES OF AGENTS.	Area under License.	Saw Logs.				Oar Logs.
		White Pine.		Other.		
	Square Miles.	Pieces.	Standards.	Pieces.	Standards.	Pieces.
Ottawa Agency. A. J. Russell, Agent	7,228	1,214,538	904,107	9,265	6,078	1,219
Belleville Agency. J. F. Way, Agent	1,456	669,265	345,036	23,806	8,753	.....
Western Timber District	7,256	1,002,293	639,788	651	349	.....
Total	15,940	2,886,096	1,888,931	33,722	15,180	1,219

GENERAL STATEMENT

QUANTITIES AND DESCRIP

TERRITORIES AND NAMES OF AGENTS.	Birch, Hemlock and Spruce.		Hop Poles.	Traverses.	Whitewood.		Cordwood.	
	Pieces.	Feet.	Pieces.	Pieces.	Pieces	Feet.	Hard.	Soft.
Ottawa Agency. A. J. Russell, Agent	S 10	395	2,403	58	.....	.....	.....	100
Belleville Agency. J. F. Way, Agent	B 4 H 52	90 2,416	.....	.....	.....	.....	45	.....
Western Timber District	.....	.....	.....	.....	7	446	106	792¾
Total	S 10 H 52 B 4	395 2,416 90	2,403	58	7	446	151	892¾

G. B. COWPER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1880.

No. 10.

FORESTS.

Rent and Bonuses, during the year ending 31st December, 1880.

TIONS OF TIMBER.

White Pine.		Red Pine.		Boom and Dimension Timber.		Elm, Ash, Maple and Cherry.		Oak.		Tamarac.		Railway Ties.
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Standards.	Pieces.	Feet.	Pieces.	Feet.	Pieces	Feet.	Pieces
44,483	2,454,495	24,561	952,127	34,610	38,872	E 9 A 12	256 513	26	739	42	1,524	62,480
6,035	335,834	115	5,013	14,064	10,728	E 42 A 30	1,480 1,203	20	664	12	343	33,651
8,367	462,707	2	99	9,311	8,958	E 79 A 75 C 3	3,798 3,421 213	56	2,765	3	100	1,300
58,885	3,253,036	24,678	957,239	57,985	58,558	E 130 A 117 C 3	5,534 5,137 213	102	4,168	57	1,967	97,431

OF TIMBER, &c.—*Continued.*

TIONS OF TIMBER.

Shingle Bolts.	Round Cedar.	Telegraph Poles.	Fence Posts.	Piles.	Amounts Accrued.				
Cords.	Feet.	Pieces.	Pieces.	Pieces.	Trespass, &c.	Timber Dues.	Ground Rent.	Bonus.	Total.
					$ c.	$ c.	$ c.	$ c.	$ c.
153	.....	1,183	450	2,566	3,422 47	187,425 24	14,744 40	4 00	205,596 11
569¾	133,344	92	.....	.....	1,332 05	60,161 16	4,636 02	4 00	66,133 23
1,744¾	.....	1,507	500	.....	9,889 72	104,131 63	17,858 00	9,807 17	141,686 52
2,467½	133,344	2,782	950	2,566	14,644 21	351,718 03	37,238 42	9,815 17	413,415 86

THOS. H. JOHNSON,
Assistant Commissioner.

APPENDIX No. 11.

Woods and Forests.

Statement of Revenue collected during the year ending 31st December, 1880.

	$ c.	$ c.
Amount of Ottawa collections, A. J. Russell	169,475 28	
" " McL. Stewart	56,749 50	
		226,224 78
Amount of Belleville collections, Jos. F. Way	96,789 73	
" " McL. Stewart	3,544 69	
		100,334 42
Amount of Western Timber District collections, at Department	167,189 30	
" " " McL. Stewart	7,693 67	
		174,882 97
		501,442 17

THOS. H. JOHNSON,
Assistant Commissioner.

G. B. COWPER,
Chief Clerk in Charge.

Department of Crown Lands,
Woods and Forests Branch,
Toronto, 31st December, 1880.

APPENDIX No. 12.

LIST of Crown Timber Agents in the Province of Ontario, their Assistants, Names of Territories, Residences, dates of Appointments, and Salary allowed to each for his Services, during the year ending 31st December, 1880.

Names of Territories.	Names of Agents and Assistants.	Residence.	Date of Appointment.	Salary per annum up to 1st July, 1873.	Salary per annum from 1st July, 1873.	REMARKS.
				$ c.	$ c.	
Upper Ottawa	A. J. Russell, Agent.....	Ottawa City...	1846, June.....	2,000 00	2,600 00	The Crown Timber Office, Ottawa, acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada, in the collection of slide-dues; the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	C. S. McNutt, Assistant	" ..	1858, April 13....	1,400 00	1,800 00	
	J. Ritchie, Clerk	" ..	1864, June 23	1,000 00	1,400 00	
	A. J. Russell, jr., Draughtsman.	" ..	1867, April 1	700 00	1,200 00	
	E. T. Smith, Clerk.....	" ..	1864, June 23	650 00	1,000 00	
	J. Jackson, Messenger	" ..	1871, August 1...	300 00	300 00	
	J. McDonald, Deputy Slide-master and Chief Timber-counter.	" ..	1846, May 8	85 00	*	Additional to his salary of $535 per annum from the Department of Public Works, Ottawa.
	James Steen, Timber-counter...	" ..	1861, May 27	$2 per diem.	$2 per diem.	During season of navigation.
	John Redmond, Assistant and Boatman	" ..	1872, March 1 ...	"	"	" "
Belleville Agency.....	Joseph F. Way, Agent.....	Belleville.....	1854, May 6.....	1,440 00	1,440 00	
	J. A. G. Crozier, Clerk	"	1867, December 1.	500 00	500 00	
Collector at Quebec ...	McLean Stewart, Collector.....	Quebec.....	1845, September 27	2,000 00	2,000 00	The remarks in connection with the Crown Timber Office, at Ottawa, respecting salaries, apply to the Collector's Office at Quebec.
	John McKay, Assistant.....	"	1864, June 1.....	1,200 00	1,200 00	
	William Miller, Clerk..	"	1872, November 7	1,000 00	1,000 00	

* The Local Governments of Ontario and Quebec to pay Deputy Slide-master $150 each, in addition to amount paid by Public Works.

G. B. COWPER,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1880.

APPENDIX No. 13.

RETURN of the number of locatees and of acres located; of purchasers and of acres sold to locatees; of lots which have been resumed for non-performance of the settlement duties; and of patents which have been issued—under the "Free Grants and Homesteads Act"—during the year 1880.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of lots the locations of which have been cancelled.	Number of Patents issued.
Baxter	Muskoka	Aubrey White, Bracebridge						
Brunel			11	1,664	3	115	22	25
Chaffey			22	2,849			19	36
Draper			12	1,545	2	102	10	15
Franklin			21	2,803	1	1	19	
Macaulay			6	649			10	15
Medora			14	1,896			16	10
Monck			5	517	1	35	7	7
Morrison			4	648	1	43	2	2
Muskoka			18	2,450			19	11
McLean			7	1,063	1	23	13	16
Oakley			40	5,722	1	24	30	
Ridout			9	772			6	13
Ryde			20	2,521	1	92	21	22
Sinclair			44	7,411	2	137		1
Stephenson			10	1,336	3	125	15	11
Stisted			18	2,294	2	202	25	22
Watt			8	1,123			4	7
Wood			30	4,807				5
Cardwell	Parry Sound	Hugh Mackay, Parry Sound	18	3,093	1	1	23	10
Carling			8	1,356			13	6
Christie			10	1,707			12	8
Fergusson			4	661			4	1
Foley			6	870			10	14
Hagerman			5	792	2	50	5	6
Humphry			8	1,068	2	19	19	8
Monteith			13	2,169			23	1
McConkey			2	393				
McDougall			10	1,388	1	23	11	12
McKenzie			36	5,562				
McKellar			6	988	2	108		6
Shawanaga								
Wilson			5	882	1	1		

Chapman			13	1,626			17	5
Croft			12	1,805	2	24	15	9
Ferrie			2	187				
Gurd			10	1,284	1	2		
Lount			14	2,223				
Machar	Parry Sound	S. G. Best, Maganetawan	44	6,158	1	50		
Mills			9	1,569				
Pringle			2	301	1	10		
Ryerson			50	7,584	2	80	27	3
Spence			26	3,274	2	3	23	4
Strong			49	7,830	6	196		
Armour			32	4,031			34	
Bethune			38	6,388	6	55		
Joly			11	1,873	1	1		
McMurrich	Parry Sound	E. Handy, Emsdale	30	4,307	9	72	18	
Perry			36	5,295	2	151	42	
Proudfoot			6	1,084				
Hardy								
Himsworth			19	3,200				
Nipissing	Parry Sound	J. S. Scarlett, Nipissingan	29	4,184	1	2		
Patterson			3	588				
Anson			1	100			6	1
Glamorgan			11	1,283			5	9
Hindon								
Lutterworth	Haliburton	J. W. Fitzgerald, Minden	7	932	1	43	16	8
Minden			12	1,386	1	15	5	12
Stanhope			10	1,308	3	6	5	3
Snowdon			7	700	1	2	12	6
Anstruther	Peterborough	D. Anderson, Apsley	6	825	1	25	3	4
Chandos	"		23	3,274	5	295	20	19
Cardiff	Haliburton		20	2,795	3	86	9	7
Monmouth	"		18	2,569	1	83	13	
Bangor			2	150			1	1
Carlow			4	499			3	4
Dungannon			11	1,548			11	
Faraday			20	2,834	4	115	7	1
Herschel	Hastings	J. R. Tait, L'Amable	11	1,370	1	4	4	
Mayo			9	1,255	2	29	6	5
Monteagle			10	999	1	1	8	6
McClure			1	100				
Wicklow			2	241	1	50	2	1

RETURN of the number of locatees and number of acres located, &c.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of lots the locations of which have been cancelled.	Number of Patents issued.
Abinger	Addington	J. R. Dawson, Ompah	4	600	3	27		4
Clarendon	do		4	536	1	10	42	2
Denbigh	Frontenac		6	800	1	1	6	1
Miller	do		4	496				1
Palmerston	do		10	1,445	1	11	12	5
Alice	Renfrew	A. Kennedy, Pembroke	9	861	1	100	8	6
Buchanan			4	435			1	6
Fraser			1	100				1
Head			2	168				3
Maria								
Mattawan			15	2,055				1
McKay			2	98				
Papineau			14	1,412	1	89		
Petewawa			6	705			8	1
Rolph			1	104				1
Wylie			2	201			1	2
Pembroke and Mattawan Road			2	307				
Algona, North	Renfrew	James Reeves, Eganville	2	298				1
do South			11	1,700			3	5
Grattan			2	169	2	51	5	4
Hagarty			8	971	1	100	7	9
Richards								
Sherwood			5	534			5	1
Wilberforce			17	1,564	1	10	2	8
Brougham	Renfrew	John Mahon, Vanbrugh	4	302	1	85		2
Brudenell			7	674			3	5
Griffith			1	50				
Lyndoch								
Matawatchan			1	98			1	1
Radcliffe			1	100			1	
Raglan			3	476				1
Sebastopol								2

Aweres	Algoma	C. P. Brown, Sault Ste. Marie	8	1,243			4	1
Korah			4	518				
Parke			16	2,528			6	3
Prince								
Plummer	Algoma	J. F. Day, Bruce Mines	8	1,045	2	130	7	8
St. Joseph's Island			34	3,546	9	506	51	4
Oliver	Thunder Bay	Amos Wright, Prince Arthur's Landing	21	3,351			26	
Paipoonge			3	297			1	
Blake								
Crooks								
Dawson Road								
Total			1,292	181,745	110	3,621	870	487

J. J. MURPHY,
Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1880.

APPENDIX No. 14.

STATEMENT of Crown Land Surveys completed and closed during the year 1880.

No.	Date of Instruction.	NAME OF SURVEYOR.	Description of Survey.	Amount Paid.	No. of Acres.
				$ cts.	
*1	11th June, 1879..	David Beatty.....	Township of Wallbridge	287 87	75,541
*2	12th June, 1879..	J. J. McKenna	Township of Butt	489 71	49,853
3	3rd March, 1880..	William Bell	Mile strip on S. Boundary of Timber License 101 of 1876-7...	331 03	
4	7th May, " ..	Thomas Byrne.....	Township of Gibson	4,529 00	64,700
5	7th May, " ..	David Beatty.....	Townships " Cowper and Conger	5,148 71	73,533
6	7th May, " ..	James Dickson	Township " Peck	3,506 58	50,094
7	7th May, " ..	Elihu Stewart	" " Chisholm	3,711 40	53,020
8	7th May, " ..	Alexander Niven.....	" " Ferris	3,835 65	54,795
9	7th May, " ..	Matthew J. Butler.....	Residue of Townships Mayo and Dungannon....	1,530 41	21,863
10	12th May, " ..	Richard H. Coleman..... ..	Township of Caldwell.....	2,380 63	34,009
11	12th May, " ..	James K. McLean.....	" " Springer...	2,745 82	39,226
12	18th Sept., " ..	Lewis Bolton.....	Examination of Surveys of certain Townships	287 92	
			12th March, 1880, paid Thomas Shortend additional for exploring lands at Rainy River	72 00	
			27th Sept., 1880, paid Copp, Clark & Co. for maps of North Shore Lake Huron	300 00	
			31st Dec., 1880, paid Copp, Clark & Co. for maps of Thunder and Black Bays	250 00	
				$29,406 73	516,654

* Of these two surveys $670.48 was paid out of appropriation for 1879; the balance, $107.10, was paid out of this year's appropriation.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1880.

APPENDIX No. 15.

STATEMENT of Crown Land Surveys in progress on 31st December, 1880, and amounts advanced thereon up to date.

No.	Date of Instruction.	NAME OF SURVEYOR.	Description of Survey.	Amount Advanced.
				$ cts.
1	7th May, 1880	James W. Fitzgerald.....	Residue of Townships of Hardy and Patterson	4,200 00
2	7th May, 1880	Lawrence Tallan.....	Residue of Townships of Gurd, Himsworth, and Nipissing	3,500 00
3	12th May, 1880	George B. Abrey	Township of McMahon.....	1,000 00
				$8,700 00

These surveys have been completed in the Field, but Returns have not yet been received.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1880.

APPENDIX No. 16.

STATEMENT of Municipal Surveys for which Instructions were issued during the year 1880.

No.	NAME OF SURVEYOR.	No.	Date of Instruction.	DESCRIPTION OF SURVEY.	Date when Confirmed.
1	W. G. Wonham	482	7th January, 1880	Survey of the concession line between the 1st and 2nd concessions of the Township of Blenheim, from the west quarter town-line to town-line between Blenheim and Blandford	
2	Joseph Cozens	483	2nd March, "	" Lots in the 1st, 2nd, 3rd and 4th concessions of Park lots adjoining the Town Plot of Sault Ste. Marie	
3	Alexander Baird	484	9th March, "	" certain lots in the 1st and 2nd concessions, and in concessions A and B, and front concession in the Township of Mersea	
4	Chas. J. Wheelock	485	22nd April, "	" Lots 24 and 25, and 30 and 31, in the 13th and 14th concessions of the Township of Luther	
5	Peter S. Gibson	486	1st May, "	" Lots 27 and 28, in the 5th concession of the Township of East Gwillimbury	24th August, 1880.
6	W. E. Yarnold	487	14th May, "	" Lots 3 and 4 in the 9th concession of the Township of Pickering	
7	Robert Hamilton	488	15th June. "	" The eastern boundary line of the Township of North Plantagenet, and western boundary line of the Township of Alfred, from Ottawa River southerly to front of 11th concession of Alfred.	
8	Richard Coad	489	22nd June, "	" Lots 16 to 34 inclusive, on the 4th and 5th concession line of the Township of Dawn	25th November, 1880.
9	Alexander Baird	490	24th July, "	" The line between the 2nd and 3rd concessions of the Township of Mersea, from the west side of lot 19, in 2nd con. eastward to Lake Erie	
10	Henry Creswick, sen	491	30th August, "	" Lots 13 to 24 inclusive, on each side of the line between concessions 11 and 12 in the Township of Tecumseth	
11	John H. Jones	492	31st August, "	" Lots 7, 8, 9, 10, 11 and 12 at rear end of the 13th and 14th cons. of the Township of Enniskillen.	
12	Peter S. Gibson	493	22nd December, "	" Concession line in front of lots numbers 1 and 2 in the 1st concession from the Bay, in the Township of York	

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1880.

APPENDIX No. 17.

STATEMENT of Municipal Surveys confirmed during the year 1880.

No.	NAME OF SURVEYOR.	No.	Date of Instruction.	Description of Survey.	Date when Confirmed.
1	C. G. Hanning	481	26th December, 1879 .	Survey of Lots 33, 34 and 35, in the 4th Concession of the Township of Uxbridge .	12th January, 1880.
2	John Reid.....	468	5th August, 1878.....	" the Base Line between Lots 16 and 17, in the Township of Otonabee, and planting stone monuments at the south-west and south-east angles of Lot number 17, through the several concessions of the said township	20th February, 1880.
3	Ryley and Hamilton .	449	3rd September, 1877.	" Robert Street, in the Village of Penetanguishene	24th March, 1880.
4	W. E. Yarnold	473	12th February, 1879.	" the 8th Concession line of the Township of North Gwillimbury	21st May, 1880.
5	T. C. Brownjohn.....	476*a*	17th October, 1879.	" all lots in the 5th, 6th and 7th Concessions of the Township of Grimsby.	11th June, 1880.
6	P. S. Gibson..... ..	486	1st May, 1880.	" Lots 27 and 28, in the 5th Concession of the Township of East Gwillimbury	24th August, 1880.
7	Richard Coad.....	489	22nd June, 1880.	" Lots 16 to 34 inclusive, on the 4th and 5th Concession Line of the Township of Dawn.....	25th November, 1880.
8	Alexander Davidson .	424	22nd May, 1876.	" Lots 25, 26, 27 and 28, in the 7th and 8th Concessions of the Township Moore.....	3rd December, 1880.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1880.

APPENDIX No. 18.

STATEMENT of Mineral Lands which have been patented in unsurveyed territory on the North Shores of Lakes Superior and Huron, in the Districts of Thunder Bay and Algoma.

No.	No. of Description.	PATENTEE.	Description of Mining Tract.	Acres.	Amount.	Date of Patent.
					$ c.	
1	1214	Philetus M. Church	Copper Island in Lake Huron, Algoma District	40	45 00	8th October, 1880.
2	1226	William A. Kindred	Mining Location, 30 XL, South of Arrow Lake, Thunder Bay District	75	75 00	22nd December, 1880.
				115	120 00	

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1880.

APPENDIX No. 19.

STATEMENT of Work performed in the Survey Branch during the year 1880.

No.

1.—13 Instructions and Letters of Instructions for Surveys prepared and entered.
2.—11 Crown Surveys examined, completed and closed.
3.—12 Surveyors' accounts for surveys audited and closed.
4.—12 Reports to Council relative to Municipal Surveys drawn up and entered.
5.—12 Instructions for Municipal Surveys prepared and entered.
6.—8 Municipal Surveys examined and confirmed.
7.—2 Plans of Mining Locations examined.
8.—128 Plans of Private Surveys examined.
9.—58 Plans to accompany Instructions prepared.
10.—395 Plans compiled and copied, exclusive of Map of North shore of Lake Huron.
11.—574 Letters relative to Surveys prepared, written and entered.
12.—65 Letters relating to Mining prepared, written and entered.
13. –2090 Pages of Field Notes, etc., copied.
14.—36 Railway Plans and Books of Reference examined and certified.
15.—2145 Patents issued during the year ending 31st December, 1880.

NOTE.—The foregoing Statement does not account for the time spent in furnishing information to parties applying personally at the Survey Branch, who are unable to obtain the information they require without assistance; much careful research into the old correspondence, plans, field notes, and other documents being necessary in order to insure reliability in the information given, which is frequently used as legal evidence in courts of law in disputed cases.

THOS. H. JOHNSON,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1880.

APPENDIX No. 20.

STATEMENT of the Names of Candidates who have passed their Examinations before the Board of Examiners of Land Surveyors, for Ontario, during the year 1880.

PRELIMINARY CANDIDATES PASSED.

Joseph DeGursè.
Frederick William Norton.
John Samuel Fielding.
John Absalom Wilde.
William Innes Margach.
Stephen Robert Smyth.
Charles Murphy.
John Bower Lewis.
Eder Eli Henderson.
James Durnin.

FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

Wolston Nathaniel Small, Ottawa.
Robert Brash Miller, Ottawa.
John Chamberlayne Ingles, Drummondville.
John Chisholm McNabb, Hamilton.
Thomas Sinclair Gore, Gore's Landing.
Archibald William Ponton, Belleville.
Samuel Henry Reynolds, St. Catharines.
William Oswald Johnston, Whitby.
Lorraine Patrick, Ilderton.
Aquila Ormsby Graydon, London.

The Board of Examiners of Land Surveyors, for Ontario, meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of January, April, July and October, in every year, unless such Monday be a holiday (in which case it meets on the day next thereafter, not being a holiday). Section 6, chapter 146, Revised Statutes of Ontario.

PRELIMINARY EXAMINATION.

All persons, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the board of Examiners in the following subjects, viz :—Vulgar and Decimal Fractions, Extraction of Square and Cube Root, Practical Geometry, Euclid, Plane and Spherical Trignometry, Mensuration of Superficies, and the use of Logarithms; correct Spelling and good Writing required.

FINAL EXAMINATION.

Final Candidates, before obtaining a License to practise, undergo a strict and searching examination before the Board of Examiners, as to their proficiency in Euclid; Plane and Spherical Trigonometry; Calculations of Areas by means of the Traverse Tables, etc.; Laying out and Dividing up of Land; the Adjustment and use of the Transit or Theodolite; Astronomy, including the calculations necessary to determine the Latitude by meridian altitudes of the sun, moon, or stars, or by double altitudes; Method of determining Time; of finding the time when any star passes the Meridian, with the time of its Elongation, Azimuth Angle, and Variation of the Compass; the Method of Keeping Field Notes; Drawing up Descriptions by Metes and Bounds for insertion in Deeds; taking Affidavits in the matter of Disputed Boundaries; the Law regulating Surveys; Geology; and also as to their proficiency as Draughtsmen.

THOS. H. JOHNSON,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1880.

APPENDIX No. 21.

STATEMENT shewing the number of Crown Patents issued during the year 1880.

Number of Patents issued during the year ending 31st December, 1880	2145
Number issued during the year ending 31st December, 1879	1384
Excess in the year 1880	761

THOS. H. JOHNSON,
Assistant Commissioner.

EDWARD FOX,
Chief Clerk, Patent Branch,

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1880.

APPENDIX No. 22.

REPORT

ON

COLONIZATION ROADS AND BRIDGES,

FOR THE YEAR 1880.

Honourable T. B. Pardee,
Commissioner of Crown Lands,
Ontario.

Sir,—I beg to submit the following report of the various works performed under the supervision of the colonization roads branch of your department during the year 1880, together with the amount expended upon each separate work.

Following the system previously established, I have separated the work into divisions of north, east, and west, as follows:

NORTH DIVISION.

1. Centre Road. (St. Joseph's Island.)

This roads extends from the Hilton road (now well known) southerly along the road allowance between lots ten and eleven to the road between concessions O and P, and from thence westerly on the last mentioned road, to the road between lots five and six, and from this latter point southerly to concession U.

The length of road made this season is six and a-half miles, and will accommodate a large number of settlers.

Expenditure, $1208.12.

2. Coffin Road.

This work runs northerly from the town line between Coffin and Plummer, a length of four and a-half miles, following approximately the line between lots numbers two and three.

The first portion was made with some difficulty, the country being broken, and the land stony, but the northern end extends into land reported as of the very best quality and which must soon become a thriving settlement.

A bridge is also built over the Thessalon River, in the township of Coffin, with a centre span of fifty feet, and well made approaches at each end. This bridge was urgently required by the inhabitants, who gave ninety-six days assistance towards the work.

Expenditure, $1105.12.

3. Gore Bay Road.

The expenditure upon this road is for repairs and general improvement, over a length of three and a-half miles.

Two heavy hills have been reduced in gradient, and about one mile of crosswaying repaired.

This road now gives to the settlers of the townships of Mills and Campbell an easy outlet to the village of Gore Bay.

Expenditure, $525.33.

4. Goulais Bay Bridge.

This structure was built by mutual agreement between the Ontario and Dominion Governments, the latter granting $1,500 towards its cost.

The Bridge crosses the Goulais River, in the township of Fenwick, as a production of the Batchawaung road, and has an entire length of three hundred and sixty-one feet, comprised of two main spans of 90′ 6″ in the clear, with the remaining portion divided into twenty feet spans resting upon round log piers. The whole work is reported as being complete throughout, and reflecting credit upon all concerned.

Departmental expenditure, $1,502.63.

5, Galbraith Road.

The length of this highway is about four miles, and extends from the north-west angle of the township of Rose westerly, following approximately the town line between Rose and Galbraith, for a distance of about two and a-half miles, and from thence northerly about one and a-half miles. It passes through a broken country, but terminates in a fine district, known as Dun's Valley.

The inhabitants voluntarily gave twenty-five days' labor in respect of this work.

Expenditure, $980.93.

6. Kaministiquia Bridge, (Dawson Road.)

A heavy jam of timber, logs, etc., to the extent of several acres, having been reported as endangering the safety of this bridge, it was deemed advisable in the general interest of the country to order its removal, which was done accordingly.

Expenditure, $116.58.

7. Kaministiquia Road.

Two and a-half miles of this road have been built this season and the work reported as well done.

Expenditure, $1077.75

8. Little Current Road.

Repairs are made over about two miles, in addition to which two hundred rods of road are chopped out to form a connection with the Lake Manitou road.

Expenditure, $491 87.

9. Manitowaning Road. (Manitoulin Island.)

The work on this road consists cheifly in repairs over a length of eight miles, and includes the building of bridges over two streams, namely, Black and Murray creeks.

R. A Lyon, Esq., M.P.P., built a bridge upon the line of road of considerable length, near Michael's Bay, at his own expense. It is one of the most important highways on the Island.

Expenditure, $520.25.

10. Manitowaning Branch.

Three-quarters of a mile of this branch has been graded, and a similar length chopped and grubbed.

Expenditure, $251.11.

11. Manitou Road.

This road passes through the township of Bidwell, along the east side of the lake whose name it bears, and connects with the old Little Current and Manitowaning roads, Six miles and three-quarters (its entire length) are reported as opened.

Expenditure, $560.97.

12. Mudge Bay Road.

There have been four miles chopped and graded upon this road, besides pretty extensive improvements over two and a-quarter miles.

See report of last year.

Expenditure, $679.31.

Manitou Portage Road.

This line extends from Manitowaning village, over the portage to Lake Manitou, and serves those who are settled on the lake shore. It has been repaired over a length of one mile and three-fifths this year.

Expenditure, $101.80.

14. Oliver Road.

This road has been produced westerly, from the point indicated in last year's report, into the township of Oliver, following as nearly as practicable the line between the first and second concessions. Work has been done over seven miles, five of which have been completed as a first-rate road, the remaining two miles being entirely new work, of which about a mile and a-half was through a muskeg, and very expensive, requiring in many instances, heavy longitudinal timbers to carry the crossway, or to lift the road above the water line.

Expenditure, $2,942.25.

15. Pigeon River Road.

This highway has been put in good repair over a distance of about four consecutive miles, dating from the boundary line of the Fort William town plot.

Expenditure, $1,042.35.

16. Port Lock Harbour Road.

This line is now completed from Port Lock Harbour northerly to the Great Northern road, a distance of eight miles, four of which were opened last year as reported, and four this season.

Upon the latter four miles were twenty-eight culverts, and one hundred and ten rods of corduroy.

Expenditure, $785.73.

17. Providence Bay Road.

Upon this highway, which is the mail route between the bay and Manitowaning, five and a-half miles have been very materially improved this year; the remaining portion is reported in bad order, owing in a great measure to fires, which have in many cases destroyed the bridges.

Expenditure, $505.86.

18. Port Finlay Road.

This road extends from Port Finlay, in Tarbutt additional, into the townships of Tarbutt, Laird and Macdonald. Four miles have been built this year.

The Indian Department contributed $500 towards the work.

Departmental expenditure, $521.89.

19. Rose and Lefroy Road.

This short branch is built from section fourteen, of the township of Lefroy, easterly to meet the townline between Thessalon and Kirkwood, and is continued easterly on the

last mentioned line to intersect with the Thessalon River road, a distance of about three and a-half miles. The overseer also made about two miles additional of road in two short branches, leading from this road into existing lumber roads, which latter the inhabitants use. A total, therefore, of five and a-half miles have been constructed.

Expenditure, $1,100.70.

20. South Bay Road.

This is a short branch, extending from Michael's Bay easterly towards South Bay, and serves as a passage from the bay last named to Michael's Bay village.

Bridges have been built over Murray Creek and Black Creek, and two and a-quarter miles of the road cut out and made passable for winter traffic.

Expenditure, $294.04.

21. Sheguiandah Road.

Three and three-quarter miles of this line have been well and substantially made. When completed, this work will lead settlers in the township of Sheguiandah to the village of Manitowaning, where they find their market. The road begins at a point on the Manitou Portage road, and runs northerly into the above township.

Expenditure, $500.31

22. Sandfield Road.

This branch is run from one of the Manitou Lake bays northerly into the township from whence it is named, and was very much required as an outlet for settlers to the mills upon the bay. Nearly four miles have been chopped and grubbed, in addition to which one bridge two hundred feet long is built, and some other portions of the road crosswayed and otherwise improved.

Expenditure, $565.82.

23. Tenby Bay Road (St. Joseph's Island.)

The portion made this year—three and a half miles—was begun about the line between lots twenty and twenty-one, in concession thirteen, and made from thence southerly to the front of concession U, and thence westerly along the line between concessions U and one, to that between lots fifteen and sixteen. The country through which this road passes is reported stony and necessarily expensive to make.

Expenditure, $618.81.

WEST DIVISION.

1. Baysville and Gravenhurst Road.

This road has been repaired over a length of fourteen miles, or between lot eighteen, in concession four of Draper, and lot fifteen, in concession six of McLean. A good winter road is thus made between the villages whose names the road bears.

Expenditure, $1,075.89.

2. Baysville Road.

Repairs have been made over three miles of this road, which lie between Huntsville and one mile east of the Locks on Mary river.

Expenditure, $250.

3. Brunel Fourth Concession Road.

This work, which is three miles in length, begins on lot five, concession four of Brunel, and terminates at the Baysville and Huntsville road, upon lot sixteen, in the same concession. It is said to open a fine tract of land for settlement.

Expenditure, $590.74.

4. Croft Road.

Four miles of this have been opened, beginning upon lot thirty-three, concession three of Hagerman township, and finishing at Ah Mic Lake post office.

Expenditure, $481.50.

5. Cardwell Road.

Repairs have been made over thirteen miles of this road, beginning at Rosseau village.

It was in a bad condition, requiring repairs over a greater distance than the amount appropriated could do satisfactorily.

Expenditure, $1,000.22.

6. Cardwell Junction Road.

This branch runs from the Stisted road, on lot seventeen, in the 1st concession of McMurrich township, easterly towards Buck Lake, but at the present time it terminates on lot fifteen, in the fourteenth concession of Stisted, making a mile and a half built this season. This road is important, and if produced easterly to the Port Vernon road, would open up a large tract of good land, upon which some settlers now reside.

Expenditure, $500.

7. Draper and Gravenhurst Road.

The portion of this road now made as a winter road—namely, three miles—begins between lots five and six and concessions five and six, and ends at the south town-line of Draper, its course being south.

Expenditure, $281.78.

8. Doe Lake Road.

This road has been repaired over five miles and a-half, between Beggsboro' Mills, on lot fourteen, in the thirteenth concession of McMurrich, and the town-line between concessions four and five, on lot eleven, in the township of Ryerson.

Expenditure, $507.93.

9. Distress River Bridge.

This structure is built over the Distress River, on the Maganetawan road.

It is a 50-feet King post-truss, and reported as a very fine bridge.

Expenditure, $400.

10. Eagle Lake Road.

This is a production westerly from the Rosseau and Nipissing road, of the road bearing the above title, referred to in last year's report. Ten and a half miles were made this season—its entire length.

Expenditure, $1,902.50.

11. East Lake Bridge.

This is reported as a very fine King post-truss bridge of sixty feet span, built on the Maganetawan River, on the Parry and Monteith road, at the west boundary of Bethune. It is finished at each end with good substantial approaches.

Expenditure, $850.01.

12. Foley Road.

This work extends from lot eleven, in the tenth concession of the Township of Foley, southerly to the Parry Sound road, on lot thirty-seven, a length of five and a-quarter miles, all of which has been built this year.

Expenditure, $300.

13. Gurd Road.

A mile and three-quarters of this work has been completed in addition to that reported last year.

This gives a total length of about thirteen and a-quarter miles.

Expenditure, $200.

14. Gurd Bridge.

This spans the South River on the last mentioned road in Himsworth. The span is sixty feet and is reported a good bridge.

Expenditure, $800.

15. Gravenhurst and Ryde Road.

The work on this roadway was begun at the Muskoka road, on lot eleven, concession five, township of Muskoka, and continued from thence easterly and southerly to lot eight at the front of concessions three and four in the same township, a distance of one mile and three-quarters.

Expenditure, $788.04.

16. Indian Peninsula Road.

In last year's report this road is referred to and described. This year it has been produced as far as lot fifteen, concession four, E. B. R., in the township of Lindsay.

Expenditure, $1,000.01.

17. Junction (No. 2) Road.

This road has been repaired over a length of two and a-half miles from Ammick Junction, easterly.

A bridge ninety feet long to span a deep gully forms a considerable proportion of the outlay.

Expenditure, $300.

18. Kearney Branch (No. 1) Road.

This is a production of the Kearney's Branch road described in the report of last year.

This year it has been opened northerly into the township of Proudfoot about five and a-quarter miles.

Expenditure, $711.25.

19. Kearney Branch Road, (No 2.)

This also is a branch from the road last referred to, and has been made to the east of Branch No. 1, four and-a quarter miles, terminating at the north-west angle of lot number one hundred, in concession one of Proudfoot.

Expenditure, $300.

20. Musquosh Road.

This is not the Musquosh road (proper) referred to in last year's report, but is the Lake Joseph road.

This road, which was opened up some years ago, had become almost blocked up with an undergrowth of timber.

It has been re-opened this year for twenty miles, from Glenorchard, on lot twelve, concession three, of Medora, northwesterly around Lake Joseph, to the Parry Sound road, on lot one hundred and nine, in the township of Humphry.

Expenditure, $1,004.91.

21. McKellar's Centre Road.

Located by the McKellar council. Four miles have been opened to form a connection from what is known as Broadbent's settlement with the road which leads through the township of McKellar.

Expenditure, $575.50.

22. Matthias' Bridge.

This structure, which is a sixty-foot King truss, crosses the South Muskoka River in the township of Draper.

The county of Victoria contributed $200, and the municipality of Draper $50 towards this work.

Departmental expenditure, $350.

23. McDougall and Foley Road.

One mile and three-quarters has been built in an easterly direction from the McDougall road, lot sixteen, concession three of McDougall.

Expenditure, $401.41.

24. Macaulay Road, (No. 1.)

This is a further production of the Macaulay road four miles, to intersect the Bobcaygeon road.

Expenditure, $993.58.

25. Macaulay Road, (No 2.)

Repairs are made over seven miles and three-quarters of the portion lying between the village of Baysville and the line between lots twenty-five and twenty-six, in the seventh concession of McLean.

The work is reported as exceedingly well done, and includes an important deviation half a mile in length.

Expenditure, $1,769.78.

26. Macaulay Road, (No. 3.)

Is a spur one mile in length, opened this year into a settlement in the Township of McLean.

A log bridge was built and some heavy hills reduced.

Expenditure, $200.

27. Muskoka Road, (No. 1.)

Good repairs have been made over two miles of this road, chiefly in reducing gradients upon hills.

Expenditure, $1015.59.

28. Muskoka Road, (No. 2.)

These repairs are in the township of Armour, from its south boundary northerly.

The length improved is three and a-half miles.

The expenditure also includes an important diversion near Doe Lake.

Expenditure, $1,000.55.

29. Muskoka Road, (No. 3.)

The final report of this work has not yet reached this office.

Expenditure, $1.173.00.

30. Maganetawan Road.

The appropriation, in this instance, was expended in permanently re-building what is known as the Long Crossway over Distress Flats, the length being twenty-five chains.

Expenditure, $495.17.

31. Mills Road.

This road, which is described in last year's report, was made to lot twenty-four, in the fifth concession of the township of Mills. This year, it has been continued in a northerly and westerly direction, eight miles and seven-eighths of a mile, through what is reported to be a very fine tract of, as yet, unsettled land. The road now ends at the south-west angle of the township of Hardy.

Expenditure, $1,987.03.

32. Monteith and Perry Road.

The final report in this case is not yet to hand.
Expenditure, $1,241.58.

33. Muskoka and Bobcaygeon Road.

Repairs have been well made over four miles and three-quarters of this branch, between the village of Huntsville and lot twenty-nine, in concession one of Chaffey township.
Expenditure, $750.

34. Nipissing Road.

This branch has been produced seven miles this year, and now reaches to about lot fifteen, in the twelfth concession of the township of Himsworth.
Expenditure, $1,159.95.

35. Northern Road, (No. 1.)

Four and a-half miles of this highway are repaired. The work was begun about two miles south of McKellar village, and continued to about a mile and a-half south of Ammick Junction. The work is said to be well performed.
Expenditure, $1,493.74.

36. Northern Road, (No. 2.)

These were repairs also, extending over a distance of twelve miles. The work was done between McKellar village and the Maganetawan river, in the township of Croft. This work is also said to be satisfactorily performed.
Expenditure, $943.73.

37. North-West Road.

This road has been extended a further distance of six miles, and now terminates at a point about two miles north of the Shawanaga river.
A bridge is also built over this river, upon the line of road, by the contractor who built the six miles above referred to.
Expenditure, $1,000.

38. Parry Sound Road.

The repairs upon this road were begun at the junction, six miles north of Bracebridge, and extended from thence westerly, along the old road, five miles.
The work consisted chiefly in removing dangerous crossings, and grading and turnpiking.
Expenditure, $1,005.59.

39. Port Vernon Road,

This is an extension northerly, two and three-quarter miles, to the south town-line of McMurrich, between lots thirty and thirty-one of Stisted township.
Expenditure, $1,023.35.

40. Pickerel Lake Bridge.

This bridge spans the north branch of the Maganetawan river, on the Armour road, near the outlet of Pickerel lake, in the township of Armour. Span, 60 feet, King post-truss.
Expenditure, $750.

41. Rosseau and Nipissing Road, (No. 1.)

Repairs were made over two and a-half miles of this road, from within a short distance of Commanda creek, northerly. The work was heavy and expensive, on account of heavy hills encountered near the creek.
Expenditure, $2,266.

42. Rosseau and Nipissing Road, (No. 2.)

This was an outlay incurred in making repairs, which were found to be absolutely required at many dangerous points on the road between Ashdown and Spence villages. A high and formidable hill was also improved, some distance northward.

Expenditure, $491.49.

43. Rae's Mill Bridge.

This bridge is built on the Perry and Monteith road, over the Maganetawan river, in the township of Perry. It is a King post-truss, with a clear span of 60 feet.

Expenditure, $800.

44. Stephenson Town-Line Road.

This road has been produced easterly a mile and a-half, to the Lake of Bays, now ending on lot twenty-four, concession one, township of Brunel.

Expenditure, $318.03.

45. Scotia Road.

This is a short spur, extending east from the Muskoka road to McGill's mills, in the township of Perry.

Expenditure, $363.70.

46. Stisted Swamp Road.

The appropriation was expended in building one mile and fifty chains of this road, beginning at the Stisted road, on lot fifteen, in the fourth concession, and ending on the line between concessions four and five, in the township of Stisted.

Expenditure, $200.

47. Sinclair Road.

Two miles of this road are completed this year. Work was begun at the terminus of last year's work, and continued northerly to a settlement south of East River.

Expenditure, $500.

48. Stisted Road.

Repairs to the extent of nine miles are reported as having been exceedingly well performed upon this piece of work, extending from the Muskoka road northerly.

Expenditure, $1,032.

49. Shawanaga Bridge.

This structure, which has a total length of one hundred and fifty feet, spans the Shawanaga River in the township of the same name, as a production of the north-west road. It is comprised of two sixty-feet spans, with approaches.

Expenditure, $700.

50. Spence Road.

This is a short spur of three miles, built from the Nipissing road on lot sixty-five, easterly along the line of division between concessions ten and eleven of Spence township, into a settlement.

It is not the Spence road proper, which is some three miles south of the above.

Expenditure, $300.

51. Savage Settlement Road

extends from the vicinity of Kearney village south-westerly till it unites with the Muskoka road near the town-line between Chaffey and Perry. The final report has not yet been received.

Expenditure, $643.98.

EAST DIVISION.

1. Admaston Road.

In addition to the repairs reported last year, seven miles have this year been very thoroughly improved.

The distance wrought over was from the boundary between Admaston and Horton townships north-westerly towards Douglas village.

The entire length of the road is reported as graded, and the road a good one for general traffic.

Expenditure, $800.

2. Anglesea Road.

The settlers and lumbermen made this originally. Its length is about eight miles, and its course south-westerly from the Addington road between free grant lots five and six, to the Flinton road, on the line between concessions four and five, and lot twenty in the township of Kaladar.

The outlay this season was for repairs over four miles of the road, and consisted cheifly in removing stones, roots, etc.

Deviations were in some cases also made.

Expenditure, $418 30

3. Addington Road.

Twenty miles of this roadway have received satisfactory repairs for the amount expended.

The repairs now reach to the Clare River.

Important diversions were made, affording relief from two rough and stony hills.

Expenditure, $843 34.

4. Algona and Pembroke Road.

The course of this branch is from the Algona and Hagarty road, on lot ten in the eighth concession of South Algona, northerly and westerly through the township of Wilberforce, and following mostly the side and concession lines till it unites with the Eganville and Pembroke road, on the road allowance between lots five and six, concession twenty-two of the last mentioned township.

Its total length is thirteen and a-half miles, of which distance five and three-quarter miles have been constructed. This is regarded as one of the most important north-riding highways.

Expenditure, $1,797 76.

5. Anson Road.

One and a-half miles have been made on this branch, which extends from the Bobcaygeon road, from a point a mile and a half north of Minden village, westerly to the road between concessions four and five of Anson township.

The municipality of the township located the road and purchased the right of way, it being a deviation from original roads.

Expenditure, $201.

6. Buck Lake Bridge Road.

The course of this road is from lot twenty-one, concession eleven, to the north town-line on lot twenty-six of the township of Loboro.

The money was expended over four miles, and, as a result, it is reported in excellent order.

Expenditure, $510.

7. Barrie Road.

This has been produced five miles to the Frontenac road, and the work reported as exceedingly well and cheaply done.

Expenditure, $739.83.

8. Bobcaygeon (North) Road.

The repairs in this instance are from a short distance north of the village of Minden, northerly to the Peterson road, eight miles; and again, from the point where work was ended last year, five miles northerly to Black River, where, from the unsound condition of the bridge, it was considered absolutely necessary to renew it, which was accordingly done. This bridge has a centre span of forty feet, and approaches of one hundred and ninety feet, or a total length of two hundred and thirty feet. A bridge was also built over a stream on lot thirty-two, the centre span of which is thirty-two feet, and its entire length two hundred and ninety-seven feet.

The report upon this work speaks highly of the manner in which it was done.

Expenditure, $1,628.48.

9. Buckhorn Road.

These repairs extend from the northerly pary of Harvey to about the centre concession of Cavendish, a length of eight miles, or thereabout.

Expenditure, $522.38.

10. Brudenel Road.

This short line of a mile and a-quarter is built from Brudenel village, northeasterly into Brudenel township. Nearly its whole length is through a wet swamp, requiring more than the ordinary outlay to make it satisfactorily. It will be a great convenience to settlers.

Expenditure, $550.69.

11. Bagot and Calaboga Road.

Repairs were begun upon lot number seventeen, concession one of McNab, and continued eight miles in a westerly course along the south side of the Madawaska River, in Bagot.

These repairs were much required.

Expenditure, $827.17.

12. Bagot and Opeongo Junction Road.

This road is repaired over a length of five miles, from a point on the Opeongo road about eight miles easterly of Renfrew village, southerly to what is known as the old Madawaska road. This work was much needed.

Expenditure, $739.38.

13. Buckhorn Road, (North).

Improvements have been made on this section of the Buckhorn road, over a distance of about seven miles, namely, from the Monck road northerly to the town line between Dysart and Glamorgan.

It includes a diversion of one-eighth of a mile, made to avoid a very undesirable point in the original road.

Expenditure $504.05

14. Bobcaygeon Road, (South).

From the north boundary of Verulam, these repairs began, and were continued northerly six miles. Rock was in some cases removed, by blasting, from hills of excessive gradient.

Expenditure, $271.23

15. Burleigh Road.

Beginning at a point known as Burleigh Falls, these repairs were made northward over about twelve miles of the road. This distance is said to be very permanently improved.

Expenditure, $523.10.

16. Cobden and Pembroke Road.

This line of seven miles begins at Cobden village in the township of Ross, and extends westerly on the south side of Muskrat Lake to one mile west of Snake River.

It was repaired over its entire length.

Expenditure, $301.15.

17. Chandos Road.

This new work was commenced at the north east angle of Chandos township, and ended on lot twenty-one, first concession of Wollaston.

Its entire length is three and a-half miles, of which, two miles are completed, and the remaining distance chopped sufficiently for a winter road.

Expenditure, $1,208.82.

18. Carden and Dalton, (North Road).

Six miles are here improved.

The work was commenced on the Portage road, north of Bolsover village and continued northerly following the line or road between concessions one and two of Carden.

Expenditure, $516.80.

19. Carden and Dalton, (South).

The outlay on this section of the road was chiefly for gravelling over a length of six miles from the south boundary of Carden, northerly.

The work is reported as very satisfactory.

Expenditure, $500.

20. Cobden and Eganville Road.

This has been made a good road one and a-half miles westward through what is called Doner's swamp.

The work was very heavy, both in grading and ditching, so as to elevate the roadbed above water line.

Expenditure, $1,024.75.

21. Cobden and Westmeath Road.

Seven and one-half miles have been much improved in this case, the crossways receiving particular attention.

Expenditure, $1,000.

22. Denbigh Road.

This new work extends from the Addington road, about three miles north of the Mississippi road, to Hyde Chute on the Madawaska river, in the township of Griffith.

Its length, three and three-quarter miles, is formed into a good road.

Expenditure, $716.91.

23. The Dacre and Mount St. Patrick Road.

The above road is three miles long, running from the Opeongo road, in Dacre village, in a southerly course along the south side of Constance Creek.

The labour expended upon it has made what is reported a first-class road.

Expenditure, $535.75.

24. Eganville and Foy Road.

These three miles extend from the Opeongo road in the direction of Eganville.
The repairs are reported as very well made.
Expenditure, $506.23.

25. Frontenac Road.

Commencing at a point a mile and a half north of Parham village, these repairs were continued twelve miles.

Much of the labour was expended in reducing hills of very steep declivity, and making them comparatively easy.

Expenditure, $700.

26. Fermoy and Frontenac Road.

Twelve miles of this highway, namely, between Frontenac and Iron Station, on the Kingston and Pembroke railway, have been put in very good condition.

Expenditure, 507.61

27. Golden Lake Bridge.

This bridge was built and completed according to specification under contract.

It is constructed over the Bonnechere River, in the township of North Algona.

The total length is 234 feet, having a sixty-feet span over the main body of the river, the remaining spans being eighteen and twenty feet.

The inspector, in his report, speaks highly of the manner in which this work was performed, both as to material and workmanship.

Expenditure, $854.

28. Grattan (No 1) Road.

This section of four and a-half miles has been converted into a very good road.

The work lies between the Opeongo road, on lot thirty-three, concession seven, and lot thirty, concession fourteen, of the township of Grattan, its course being northerly.

Expenditure, $700.

29. Grattan (No 2) Road—6th Con.

This is really a portion of the original road allowance between the fifth and sixth concessions of the township. It extends across lots fifty-seven to sixty, both inclusive (one mile). The work was unusually heavy, being through a range of rocky hills. The present outlay has, however, reduced it to a practicable road, which it was not previously.

Expenditure, $518.29.

31. Hastings Road.

From York River to Maynooth, a length of sixteen miles has received such improvements as to entitle it to the character of a first-class road.

Expenditure, $1,513.

31. Hyde Chute Road.

This is also a repair over sixteen miles, between the Opeongo road and the Hyde-Chute Bridge, on the Madawaska River.

Nothing had been expended upon this line for many years, and it had become almost impassable—now it is reported upon favourably.

Expenditure, $1,064.79.

32. Harvey Road.

This road was originally made by the settlers and lumbermen, from the Bobcaygeon road, easterly through the township of Harvey, about eight miles.

The portion constructed this year is a production of the above, four miles further in to the township.

Expenditure, $818.34.

33. Junction Road.

Operations in this instance were grading and making the entire length of the road, extending, as it does, from the Frontenac road to a station on the Kingston and Pembroke Railway. The distance is seven miles.

Expenditure, $1,244.29.

34. Kenebec Bridge.

This work is now in progress.

Expended on account, $500.

35. Lutterworth Road.

This may be described, generally, as lying between the Monck road—about a mile and a half east of the village of Norland—and the Cameron road, near Gull Lake.

Over its length of eight miles, a narrow pass or trail had been opened by the inhabitants.

This year it is cut eighteen feet wide, and graded in the centre ten feet wide, thus making it passable for light traffic.

Expenditure, $405.62.

36. Mississippi Road.

Further improvements have been made upon sixteen miles of this highway.

The work was from near its east end, westerly.

As a part of the overseer's labour, a considerable portion of high crossway, destroyed by fire, was replaced.

Expenditure, $733.80.

37. Monck Road.

The condition of this was materially improved in a westerly direction from a point two miles west of Bobcaygeon road. Three and a-half miles were wrought over.

Expenditure, $267.00.

38. Minden Road, (east).

Six miles of this line have been repaired.

The work lies between Minden road proper, and the east boundary of Minden township.

Expenditure, $394.50.

39. Methuen Road.

The portion here referred to, six miles, was found so much out of repair that an appropriation was made for its improvement.

It extends northerly from lot ten, concession three of the township of Methuen.

Expenditure, $293.64.

40. Miner's Bay Road.

Commencing on the Bobcaygeon road, one mile and a-half north of Kinmount village, the road is run in a north-westerly direction through free grant lands to the Cameron road, a distance of five and a-quarter miles.

It is new work throughout and reported well done.

Expenditure, $1,541.23.

41. Opeongo Road.

Two sections of this highway received considerable repairs, one portion extends from a place well known in the locality, "Foy's Hotel," four and a-half miles westward.

The second work was over a length of eight miles.

Both portions were known to be in a very bad condition.

Expenditure, $976.70.

42. Pembroke and Alice Road.

The settlers of the township of Alice having opened a road to the north boundary of their township between concessions ten and eleven, the above road was built to enable them to reach the town of Pembroke.

Two and a-half miles is the length of the work.

Expenditure, $1,445.86.

43. Peterson (No. 1.) Road.

This work is a continuation of that of last season, which was chiefly diversions of the line.

One and a-half miles are made this year, and includes various deviations about rough hills, as also the rebuilding of a log bridge over McGarey's creek, the previous one having been destroyed by fire.

Expenditure, $496.05.

44. Peterson (No. 2.) Road.

On this section four miles have been very much improved.

The work was begun at the town-line between Stanhope and Minden and produced easterly.

Five divergences were made from the original alignment for the purpose of avoiding bad and steep hills.

Expenditure, $518.20.

45. Pembroke and Mattawa Road.

Two and a-half miles were completed, namely from the end of last year's work to the town of Pembroke.

The work is reported of a good and permanent character, and with a road-bed eighteen feet wide.

Expenditure, $1.071.50

46. Pembroke and Osceola Road.

This short line runs westerly towards the town of Pembroke, from the village of Osceola.

The repairs extend over four miles of the work, all within the township of Bromley.

Expenditure, $409.11.

47. Perrault Settlement Road.

This mile is made through what was heretofore an impassable swamp, debarring a large number of settlers access to leading market roads.

The work is in the township of Grattan, and extends westerly along the road allowance between lots twenty and twenty-one, from that between concessions twelve and thirteen.

The whole distance is filled in with timber, stones, etc., and covered with clay.

Expenditure, $508.74.

48. Sebastopol Road.

This unites the Opeongo with the Eganville and Foy road, in the township whose name the above bears.

The road was originally cut out by the inhabitants, but it was rough and stony.

The present outlay has made it a good road over its length, three miles.

Expenditure, $667.28.

49. Snowdon Road.

This is begun upon the Monck road, about eleven miles east of the Bobcaygeon, and extends from thence north-westerly four and a-half miles.

The total distance has been made anew, and includes ninety rods of crosswaying, and a bridge over Burnt river, one hundred and twenty-four feet in length, with a centre span of thirty feet, resting on abutments fifteen feet high.

Expenditure, $1,249.38.

50. Stanhope Road.

Stanhope road, or branch of the Bobcaygeon, was produced this year, two miles farther north-westerly.

It is entirely new work, and said to be most beneficial to persons settled adjacent thereto.

Expenditure, $524.73.

51. Sharbot Lake Road.

The object in constructing this short spur is to afford the settlers in the vicinity of Sharbot lake a road into the adjoining district, at the easterly side of Oso township.

One mile was accordingly built in a very substantial manner, passing through lot number thirteen in the first concession of the township named.

Expenditure, $400.

52. Tudor Road.

The distance made upon this line is two and a-half miles, or thereabout.

The road is intended, when completed, to reach from lot eighteen, concession six, of Cashel township, to the Mississippi road, just east of Carlow road, its course being northerly.

The grant for this object is said to have been judiciously and economically expended by the overseer.

Expenditure, $542.52.

53. Tamworth and Oso Road.

These alterations extend over nearly eighteen miles of the road. They were commenced near the village of Tamworth, and ended within two miles of Arden village.

In connection with this outlay, an important reduction in its grade was made upon what is called Black's hill.

This whole work is very favourably reported upon.

Expenditure, $500.97.

54. Wilberforce (Sixteenth Con.) Road.

This work is on lot five, in the sixteenth concession of Wilberforce, and was a very objectionable feature in the road.

A deep ravine, with steep hills on either side, is now greatly improved by reducing the hill tops and filling up the valley below.

Expenditure, $298.53.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS IN 1880.

I.

North Division.

1.	Centre	Road	$1,208 12
2.	Coffin	"	1,105 12
3.	Galbraith	"	980 93
4.	Goulais River	Bridge	1,502 63
5.	Gore Bay	Road	525 33
6.	Kaministiquia	"	1,077 75
7.	"	Bridge	116 58
8.	Little Current	Road	491 87
9.	Maitowaning	"	520 25
10.	"	Branch "	251 11
11.	Manitou	"	560 97
12.	Mudge Bay	"	679 31
13.	Manitou Portage	"	101 80
14.	Oliver	"	2,942 25
15.	Pigeon River	"	1,042 35
16.	Providence Bay	"	505 86
17.	Port Lock	"	785 73
18.	Port Finlay	"	521 89
19.	Rose and Lefroy	"	1,100 70
20.	South Bay	"	294 04
21.	Shegueandah	"	500 31
22.	Sanfield Bay	"	565 82
23.	Tenby Bay	"	618 81
			$17,999 53

II.

West Division.

1.	Baysville and Gravenhurst	Road	1,075 89
2.	Baysville	"	250 00
3.	Brunel—4th concession	"	590 74
4.	Croft	"	481 50
5.	Cardwell	"	1,000 22
6.	" Junction	"	500 00
7.	Doe Lake	"	507 93
8.	Draper and Gravenhurst	"	281 78
9.	Distress River	Bridge	400 00
10.	Eagle Lake	Road	1,902 50
11.	East Lake	Bridge	850 01
12.	Foley	Road	300 00
13.	Gurd	"	200 00
14.	"	Bridge	800 00
15.	Gravenhurst and Ryde	Road	788 04
16.	Indian Peninsula	"	1,000 01
17.	Junction No. 2	"	300 00
18.	Kearney No. 1	"	711 25
19.	" No. 2	"	300 00
20.	Lake Joseph	"	1,004 91
21.	McKellar Centre	"	575 50
22.	Matthias'	Bridge	350 00
23.	McDougall and Foley Junction	Road	401 41

24.	Macaulay No. 1	Road	$993 58
25.	" No. 2	"	1,769 78
26.	" No. 3	"	200 00
27.	Muskoka No. 1	"	1,015 59
28.	" No. 2	"	1,000 55
29.	" No. 3	"	1,173 00
30.	Maganetawan	"	495 17
31.	Mills	"	1,987 03
32.	Monteith and Perry	"	1,241 58
33.	Muskoka and Bobcaygeon	"	750 00
34.	Nipissing	"	1,159 95
35.	North-west	"	1,000 00
36.	Northern No. 1	"	1,493 74
37.	" No. 2	"	943 73
38.	Parry Sound	"	1,005 59
39.	Port Vernon	"	1,023 35
40.	Pickerel Lake	Bridge	750 00
41.	Rosseau and Nipissing No. 1	Road	2,266 00
42.	" " No. 2	"	491 49
43.	Rae's Mill	Bridge	800 00
44.	Stephenson Town-Line	Road	318 03
45.	Scotia	"	363 70
46.	Stisted Swamp	"	200 00
47.	Stisted	"	1,032 00
48.	Sinclair	"	500 00
49.	Shawanaga	Bridge	700 00
50.	Spence	Road	300 00
51.	Savage Settlement	"	643 98
			$40,199 52

III.

East Division

1.	Admaston	Road	$800 00
2.	Anglesea	"	418 30
3.	Addington	"	843 34
4.	Algona and Pembroke	"	1,797 76
5.	Anson	"	201 00
6.	Buck Lake Bridge	"	510 00
7.	Barrie	"	739 83
8.	Bobcaygeon—North	"	1,628 48
9.	Buckhorn	"	522 38
10.	Brudenel	"	550 69
11.	Bagot and Calaboga	"	827 17
12.	" Opeongo Junction	"	739 38
13.	Buckhorn—South	"	504 05
14.	Bobcaygeon "	"	271 23
15.	Burleigh	"	523 10
16.	Cobden and Pembroke	"	301 15
17.	Chandos	"	1,208 82
18.	Carden and Dalton—North	"	516 80
19.	" " —South	"	500 00
20.	Cobden and Eganville	"	1,024 75
21.	" Westmeath	"	1,000 00
22.	Denbigh	"	716 91
23.	Dacre and Mount St. Patrick	"	535 75
24.	Eganville and Foy	"	506 23

25.	Frontenac	Road	$700 00
26.	Fermoy and Frontenac	"	507 61
27.	Golden Lake	Bridge	854 00
28.	Grattan No. 1	Road	700 00
29.	" No. 2	"	518 29
30.	Hastings	"	1,513 00
31.	Hyde Chute	"	1,064 79
32.	Harvey	"	818 34
33.	Junction	"	1,244 29
34.	Kenebec	Bridge	500 00
35.	Lutterworth	Road	405 62
36.	Mississippi	"	733 80
37.	Monk	"	267 00
38.	Minden	"	394 50
39.	Methuen	"	293 64
40.	Miner's Bay	"	1,541 23
41.	Opeongo	"	976 70
42.	Pembroke and Alice	"	1,445 86
43.	Peterson—East	"	518 20
44.	" —West	"	596 05
45.	Pembroke and Mattawa	"	1,071 50
46.	Pembroke and Osceola	"	409 11
47.	Perrault Settlement	"	508 74
48.	Snowdon	"	1,249 38
49.	Stanhope	"	524 73
50.	Sharbot Lake	"	400 00
51.	Sebastopol	"	667 28
52.	Tudor	"	542 52
53.	Tamworth and Oso	"	500 97
54.	Wilberforce—16th con.	"	298 53
			38,852 80

RECAPITULATION.

I.	North Division	$17,999 53
II.	West Division	40,199 52
III.	East Division	38,852 80
IV.	Inspection and Location	4,008 04
V.	Balances of 1878-9	1,201 26
		$102,261 15

No. of miles of new road made 252
" " road repaired 321¾
" " new bridges 17

HENRY SMITH,
Supt. of Col. Roads.

Department of Crown Lands,
Toronto, 31st December, 1880.

APPENDIX No. 23.

Hon. T. B. PARDEE,

Commissioner of Crown Lands.

SIR,—I beg leave to call your attention to the following facts in relation to the iron mines of Madoc and North Hastings.

You will doubtless remember that it has been only within the last two years that anything had been done towards utilizing the large deposits of iron ore in this section; no trade had sprung up in this article, and nothing further had been done therein, up to this period, than to publish to the people of Ontario the facts that large deposits of iron ore existed in this section of the country.

The completion of the Belleville and North Hastings Railroad to the village of Madoc has been the means of bringing these mines into practical utllity, and parties interested in mining operations have an opportunity (though still attended with difficulty) of getting their product to market, and the completion of this railway having guaranteed this, those interested in this class of properties at once proceeded to open them up, and in doing so, have, I believe, introduced a new business industry in central Ontario, which will be highly profitable in securing permanent and lucrative employment, both to capitalists, miners, operatives and labourers, beside furnishing business to railways and vessels in the carriage of freight.

The gold mines of Marmora have been worked with successful results; the Gatling property changing hands recently at a very handsome figure. The sinking on this mine has been carried to a depth of one hundred feet, and preparations are being made to accommodate three hundred men, it being the intention to erect a one hundred-stamp mill on the property at once. The average yield may be placed at $10 per ton, although different portions are found exceedingly rich, and give much larger figures as a yield. But with this average it will pay handsomely, as the cost of mining and working the ore will only be in the neighbourhood of $6 per ton.

STEWART & CO., OF BELLEVILLE,

Are working the west half of eighteen, in eleventh concession, Marmora, and seven teen, in ninth concession of same township. These properties are gold-bearing, and the prospects of those gentlemen may be said to be very promising.

MR. ALEXANDER BROWN, OF BELLEVILLE,

Is the owner of a quartz mill at Bannockburn, which has ten run of stamps, and is now kept busily at work on ore from a mine situated in the township of Tudor, known as the Vankleek mine. The ore yields about five per cent. copper in addition to $10 per ton gold. The mine is a large fissure vein, and can be traced on the surface a distance of three miles, with a uniform width of from eight to ten feet.

Undoubtedly, in the not far distant future, the whole of this vein will be worked and give rise to a very extensive industry.

In this vein the copper ore seems to be impregnated through the ore in place of the mispickel, as in the township of Marmora.

Mr. Brown is the owner of a gold property near Bannockburn, which has not been worked, but judging from the many valuable specimens found on it, I am led to believe he has a valuable property.

These facts prove that quartz mining will pay, and the want of railways to bring supplies, and render the localities where these are situated more accessible, is the only drawback to their development.

I now turn to the iron industry, and will commence with the Seymour mine.

This mine, since the death of Mr. Seymour, one of the first setlers of North Hastings, has been worked by Mr. Pusey. The extent of work done is apparent when I state that forty feet from the surface the first level is reached; the whole mass to this distance has been excavated one hundred feet by forty feet wide. A tramway has been built from this forty-feet level, through a tunnel, fifty feet in length, to the outside, along which the ore is carried. The work has been continued for seventy feet down, which makes the total distance of one hundred and ten feet from the surface, with magnificent ore at the bottom. Mr. Pusey has been running his drills with steam, but the difficulties and annoyances of using steam in an under-ground pit, one hundred feet deep, are so great that he is now putting in air-power instead. A duplex air compressor of immense power has been put up, capable of driving six three-and-a-half-inch steam drills. The power is conveyed by a four-inch pipe to the shaft—a distance of two hundred and eighty-five feet from the engine-house, and is carried to any part of the under-ground workings by means of rubber hose.

The working of these drills is a great saving over the ordinary hand-drill, each drill averaging fifty feet every ten hours, while that of a hand-drill would not average over twelve feet. Over the hand-drill there is an economy of from thirty to fifty per cent. Employment at present is given to about thirty men, but this number will be considerably increased shortly.

Mr. Pusey has been making regular shipments of ore from time to time, and has a demand for all he can supply.

The Sexsmith Mine

is situated on lot eight in seventh concession, Madoc, and is worked by Cleveland and Brown, of Cleveland, Ohio. At the time of my visit there were about forty-two men employed.

The ore is a magnetic ore, and it promises to make a good mine. They have a face of forty feet of ore in sight, and are now stoping to the east. This will necessitate their working underground. In opening up this property they have already shipped 3,000 tons, and have now everything in shape for putting out large quatities of ore. This firm have iron works in Hamilton, Ontario, where they give employment to quite a number of operatives.

The Wallbridge Hematite Mine

being lot twelve in fifth, Madoc, has been worked by Messrs. Coe, Mitchell & Co. This opening is about 300 feet in length by eighty in width. The first level for about a depth of twenty-five feet has a hard hematite ore, and the second level the ore still improving until the third level was reached, at a depth of fifty-five feet, where it has proved to be a red specular ore. It has been tried in eleven different furnaces, in the United States, and has been pronounced by all to be a first class Bessimer steel ore.

There have been upwards of 15,000 tons mined and exported, and the present output is about 150 tons per day.

This is, however, not near the capacity of the mine, as with an additional force of men and a railway running into the mine, this amount could be doubled. The proprietors have had no trouble in making sales, as there has been a great demand for the ore. The business at this mine has been both successful and profitable. Arrangements have now been concluded with the Bethlehem Iron and Steel Works, of Bethlehem, Pennsylvania, to supply them with 50,000 tons of this ore—in fact they have purchased an interest in the mine, and it is their intention to export the quantity just named this season. This mine is situated three-fourths of a mile from the railroad, and in a different direction to the proposed extension. The analysis of this ore made at the United States custom house, Buffalo, is as follows :—

Sllica	$3\frac{1}{14}$
Alumina	1.73
Sesqui Oxide Iron	92.31
Manganese	5.3
Sulphur	0.19
Lime	1.24
Magnessia	0.58
Organic Matter	0.80
Phosphorus	none
	99.99
Metallic Iron	64.61.

The working of the mine has caused the erection of large buildings, the purchase of necessary machinery, with all the outfit requisite, and given permanent employment to a large number of men; and the money realized from sales of the ore has been brought into the country and expended to the benefit of our own people.

The Nelson Mine

is situated on lot nineteen, in second concession Madoc, and consists of a large deposit of magnetic ore, being an outcrop of magnificent Bessemer iron ore, six hundred feet in length, varying from eighty to one hundred and twenty feet in width. It is the next lot to and a continuation of the Dufferin mine, hereafter described. The analysis of this ore is not so high in metallic iron as that from the Dufferin, but contains a greater proportion of Manganese. This and the following mines are on the proposed extension and their analysis is as follows:—

Sesqui Oxide of Iron	78.36
Oxide of Manganese	7.50
Lime	3.20
Magnesia	2.10
Alumina	0.40
Sulphur	0.38
Phosphoric acid	0.14
Silica	3.600
Carbonic acid	4.446
	100.
Metallic Iron	56.58
Manganese	4.75

This mine has been opened, and everything has been done necessary for getting out large quantities of ore, for which there is a lively demand, but owing to there being no railway facilitities for transportation, it cannot be handled except at a loss at present.

The Dufferin Mine.

is situated on lot eighteen, in first concession Madoc, and is allowed by all experts who have seen it, to be the largest deposit of ore in the township of Madoc. The ore is found on a high ridge from 150 to 200 feet above the level, and runs in a westerly course with the ore outcropping on the surface for 1700 feet in length, with a width from 20 to 120 feet. It is a fine grained, magnetic steel ore, in every way adapted for first class Bessemer ore. Although this mine is situated by the travelled road about eight miles from the railway, various shipments have been made to the different steel works in the United States, with very satisfactory results.

The analysis of this ore is as follows :

Magnetic oxide of iron	88.36
Manganese	2.30
Lime	3.20
Magnesia	1.80
Alumina	.34
Sulphur	.23
Silica	3.12
Carbonic acid	.65
	100.00
Metallic iron	63.80
Maganese	1.450

There are 500,000 tons of ore here in sight, and computing from the level of the surrounding ground, the deposit might be fairly estimated as containing to that level 5,000,000 tons. The costs of mining and shipment of the ore to the cars would be about $2 per ton, and in the event of a Railway being near at hand, this mine could be worked with profit and would entail a yearly expenditure of $300,000.

This is no false estimate as 150,000 tons could easily be sold, mined, and shipped each and every year during the next twenty years. The Bethlehem steel works at Bethlehem, Pa., and the Cambria steel works, at Johnston, Pa., offer to purchase 150,000 tons of ore this coming season from these two last mentioned mines, if a railway is put in so as to permit the shipment of this quantity of ore. The orders from these firms requiring large and continuous supplies of ore for their very extensive works, no doubt would cause these mines to be worked to their fullest capacity. A report of the Bethlehem Iron Company is herewith enclosed, showing the extensive character of their operations, their transactions amounting to over $4,000,000 last year.

The Cambria Iron Company is fully as large a concern. I may state that the fact of these corporations becoming interested in these mines, will do much to forward the interests of this section. They will prove the best advertisement as to the character of our iron deposits, as these large establishments are large producers of steel rails, and in consequence, large consumers of the best qualities of ore.

The Hobson Mine

is situated on lot nineteen, in first concession, Madoc, and is worked by Hull & Company, Buffalo.

Considerable work has been done here and they are getting out a very fine quality of ore. A trial lot has been lately shipped to their furnace in Buffalo. This opening is a comparatively recent one, but bids fair to be a success.

Mr. Miller is working lot sixteen, in tenth Marmora, and is getting out some very fine magnetic steel ore. The bed is looking very promising so far, and they have about 100 tons drawn to the railway track, a distance of seven miles, awaiting shipment. The lack of railway facilities is a great drawback to the working of this mine.

The above include nearly all the mines in the township of Madoc and Marmora that are now being worked.

I have the honour to remain,
Your obedient Servant,

W. Coe.

Madoc, 8th January, 1881.

APPENDIX No. 24.

Hon. T. B. PARDEE,

Commissioner, Crown Lands.

Dear Sir,—Referring to the developments of iron ore in the Madoc district, I beg to say that on the completion and opening of the Belleville and North Hastings Railway, an opportunity was given of bringing the ores to market. Since that time three mines have been opened.

1st. The Seymour mine, which was originally worked in 1837, for supplying the Charcoal Furnace, erected at Madoc by Mr. Seymour. The mine is located on lot eleven, in the fifth concession of Madoc. The ore cropped out on the surface, making a very good show of magnetic iron. Work was started on this property in the fall of 1878, but as the railway was not opened for business until the spring of 1879, there was not much done until that time. Since then the mine has been worked more with a view to determine its quantity and extent than for regular business operations. So far the indications all go to show an immense deposit of ore on the property, and of a quality that is rarely excelled in the world.

An opening was made on the surface and worked into the hill about one hundred and fifty feet, the level being about forty-five feet from the top of the hill. From this point we sank on the vein until we reached a depth of forty-five feet from our working level, and ninety feet from the surface. When at this depth we stoped to the east on the vein, and started sinking another level, which is now down between fifteen and twenty feet. From the surface to the lowest point, the foot wall has maintained its regularity. The hanging wall was equally well defined until we reached a depth of seventy feet, when the vein commenced widening, and from a width of fifteen to eighteen feet at the surface, it widens to twenty-six feet at the depth of ninety feet. When I had so clearly proven the extent of the vein, I arranged for and had put in an eighty horse-power boiler and a large duplex air compressor, capable of running six drills by compressed air. This machinery is now in successful operation, and with it I expect to open up sufficient workings to insure a production of fifteen to twenty thousand tons of ore during the coming year. We have already taken out about twelve thousand tons.

The needle attractions show a very much larger body of ore to the west of our present workings, to which point we are now opening up by drifts from our ninety-foot level.

2nd. The next mine opened was by Coe, Mitchell & Company, on lot twelve, in the fifth concession of Madoc. This is known as the Red Hematite mine, and has been operated extensively. I am told from ten to twelve thousand tons of ore have been shipped. The mine is located immediately west of the Hastings road, about three-quarters of a mile from the railway.

The hematite differs generally from the magnetic deposits, being more frequently in the form of basires or pockets, so that there is difficulty in forming so close an estimate of quantity and extent as in the case of magnetic ores, though in this case the present indications go to show a very large deposit of ore, the quality of which has been tested with very satisfactory results. They have sunk on the deposit about seventy feet, and have excavated over an area of fifty by one hundred and fifty feet. This property has recently been purchased by the Bethlehem Iron Company, of Bethlehem, Pennsylvania, who operate one of the largest iron and steel manufacturies in the United States. They contemplate opening and operating the mine to its fullest capacity during the coming year.

3rd. The Sexsmith mine is located on lot eight, in the seventh concession of Madoc, This mine was opened in the fall of 1879, and has been in operation most of the time since then by Cleveland, Brown & Co., of Cleveland, Ohio. The ore is a rich magnetic,

and, I am told, gives good satisfaction in the furnace working. I am unable to say as to the quantity mined, but suppose it to be about six to eight thousand tons. They are now down over sixty feet, and with the exception of about fifteen feet of cap rock, in good ore all the way down. They are now drifting to the east, all in ore. There has been no foot or hanging wall formed yet, though every indication is favorable to the deposit being a large and valuable one. It is about two and one-half miles from the railway.

Explorations have been made on several other properties in the Hastings District with indifferent results, but taking this District in comparison with the celebrated iron mines of Lake Superior, in the State of Michigan, it will doubtless be found that the indications found in the Hastings District are equally, if not more favourable than the Lake Superior mines exhibited during the early history of their development, while the facilities in the Hastings District for conveying the ore to market can, with a comparatively small outlay, be made more advantageous than can ever be done for the Lake Superior ore.

The railway as now completed only reaches the southerly line of the iron district. The surface indications as well as the explorations further north show much larger deposits than have yet been discovered in Madoc.

Regarding the ores in what is termed the Snowdon district, the surface indications are very favourable, and where developments have been made, the character and quantity of the ore has surpassed our expectations. Some few instances occur in this district in which developments have been made that did not show satisfactory results, but I think in such cases the ore lays deeper than will justify a large outlay until some one mine is opened sufficiently to prove how the veins run and their general characteristics.

In order to settle this point, I have selected what is known as the Howland mine, located on lot twenty-six in the fourth concession of Snowdon, and am sinking a shaft, which is now down thirty-five feet, with very satisfactory results. The ore improves in quality and gives better indications with each day's workings of its permanency and quality.

In the township of Glamorgan, on lot thirty-five in the fourth concession, I have developed a deposit of magnetic ore which, for extent, probably exceeds anything yet found in Canada. We have done considerable work on it, and find it to be over three thousand feet in length, with a width ranging from seventy-five to two hundred feet. From our work we find the ore improves very satisfactorily in quality as we get deeper into it. Furnace tests have been made of the Howland ore with very good results.

One thing noticeable in the ores from both the Madoc and Snowdon districts is the absence of impurities, such as titanium and phosphorus, which makes them very valuable as Bessemer ores, and as this class of ores is now and will continue to be in great demand at good prices in the United States, there will be scarcely any limit to the amount taken from these districts when once fully developed.

The principal difficulty in making a rapid development of any mining district is the means of transportation, as the ores will not bear the cost of hauling to railway with teams. With proper railway facilities I am confident the mineral developments in this district will be more rapid and lead to more important results for Canada than those of the Lake Superior district to the United States.

I will be pleased at any time to give such further information regarding the developments as you may desire.

Very truly yours,

CHAS. J. PUSEY.

SURVEYORS' REPORTS.

Appendix No. 25.

DISTRICT OF NIPISSING.

Township of Springer.

Mount Forest, Ontario,
November 1st, 1880.

Sir,—I have the honour to submit to you my final report on the survey of the township of Springer, in the district of Nipissing; surveyed under instructions from your Department, dated the 12th day of May, 1880.

This township lies north of Lake Nipissing, between the Indian Reserve of Shabokeshick and his Band and the new township of Caldwell, surveyed this year. It is also bounded on the north by the unsurveyed lands of the Crown.

I commenced the survey at the beginning of P.L.S. Salter's base line. I found the post planted by him, near Sturgeon Falls, and on the westerly side thereof, still standing and in a good state of preservation. I had a great deal of trouble in retracing the old base line, as nearly the whole country between this post and McLeod's Bay, on Lake Nipissing, had been burnt over years before, and now is grown up with a thick growth of alder, birch, or poplar underbrush, and only an occasional trace of the original line could be found. The water in Lake Nipissing being from four to six feet higher than usual, great difficulty was experienced in running this, as well as the other lines, to the water's edge, even after completing that part of the survey north of the base line. The distance across this bay I was obliged to calculate by latitude and departure. In making the coast survey, I also produced this base line east, to intersect the boundary between this township and the Indian Reserve, leaving to lot one the overplus above forty chains, the proper width of the lots.

The boundary, after an observation of Polaris, I produced due north, from a pine tree on the north shore of Lake Nipissing, marked I. R. and C. L., to designate the south-westerly angle of this reserve. From the base line, I laid out the concessions a depth of eighty chains, and the lots a width of forty chains, giving each lot an area of three hundred and twenty acres. I ran the side-lines between every second lot, running them due north and south, and the concession lines due east and west, astronomically. Lot one I made an area of six hundred and sixteen acres.

This township may be divided into three sections, or divisions, for agricultural purposes:—

1st. That south-east of the Sturgeon River.

2nd. That part west of the Sturgeon River, and running as far north as concession four.

3rd. Concessions four, five and six.

The first division is timbered chiefly with cedar, hemlock, birch and pine, nearly the whole of which is small in size.

The soil is chiefly sandy loam, and would make excellent grazing lands; nearly the whole of it, with but very slight exceptions, can be cultivated.

The second division, with the exception of a small area, is burnt over; this small area being timbered with maple, black and white birch, white pine, cedar, balsam and hemlock. The soil is heavy clay loam, holding a great deal of water, and, until cleared, large areas must be termed swamp. Sections where well burnt are even now quite dry and fit to cultivate. About eighty per cent. of this section may be said to be fit for cultivation.

The third division is chiefly timbered with pine, balsam, hemlock, birch and cedar, excepting a part in the north-east section of the township, which is burnt. This section is broken and rocky, although about forty per cent. may be said to be fit for agricultural purposes.

The township, after comparison with other townships in the district of Nipissing, may be said to be much above an average township.

From Lake Nipissing, almost any part of the township may be said to be of easy access. McLeod's Bay runs north into the township a distance of about four miles, and, north of this, the country being comparatively level, a large extent of country can be reached very easily. The Sturgeon River, running through to south-easterly part, and as far north as concession three, gives easy means of access to that part of the township. I understand it is the intention of some parties to build a steamer on Lake Nipissing during this winter, which is intended to run up this river to Sturgeon Falls, a distance of about four miles. This would be a very easy matter, as the river is deep and of an average width of from two hundred to three hundred feet, although a small bar exists at the mouth of the river.

A very large marsh exists near the mouth of the river, which, in seasons of low water, furnishes a large amount of wild hay, as well as pasturage. This hay and pasturage could easily be utilized by settlers, as they would have no difficulty in means of transport.

I would also recommend to your Department the laying out of a town plot at Sturgeon Falls. This place has the advantage of being one of the best steam-boat landing places north of Lake Nipissing; also of being on the highway to the interior of the country to the north, which shortly will be utilized for lumbering, and possibly for railway purposes.

It is near the centre of the best land in this township, as well as being very easy of access from adjoining townships. The falls furnish a fine mill power, which can be made of use at comparatively small cost. A store has been started here, with the expectation that, at no distant day, a fine trade will be done.

I am, Sir,
Your obedient servant,
J. K. McLean,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

Appendix No. 26.

Township of Caldwell.

Toronto, Ontario,
December 7th, 1880.

Sir,—I have the honour to report upon the survey of the township of Caldwell, surveyed under instructions from the Crown Lands Department, dated the 12th day of May, 1880.

On the 8th of June I left Toronto with assistant and chainman, proceeding to Collingwood, thence by steamer to the mouth of the French River; thence in boats and canoes up French River to lake Nipissing and into the township of Caldwell.

On the night of the 22nd of June I obtained an observation of Polaris on its eastern elongation. I then commenced by retracing Salter's base line from the North Bay of

Lake Nipissing, west. Not finding the five mile post I continued west, and found the six mile post, from which I measured one mile east and planted a post for the south-east corner of township Number Six, being my starting point as per instructions.

From this point I ran due north astronomically, eighty chains, to the line between concessions one and two, where I planted and properly marked a post; from thence at right angles west along the line between concessions one and two, forty chains, where I planted and properly marked a post for the line between lots one and two, in the second concession; thence continuing west forty chains, where I planted a post for the line between lots two and three; thence, at right angles, south to the six mile post aforementioned, and then east forty chains, where I planted a post for the line between lots one and two in the first concession. I continued blocking in a similar manner that portion of the township lying to the north of Salter's base line; subsequently blocking the portion lying to the south of the said line to the waters of Lake Nipissing.

I traversed the Beuve River and the shore line of Lake Nipissing with a telescope fitted with stadia wires, and found it worked very satisfactorily; the small lake at the north-easterly part of the township, I triangulated from a measured base.

This township has been several times overrun by fire and, consequently, but little living timber remains. Along part of the shore of Lake Nipissing there is a belt of green timber, composed of ash, elm, birch, etc., of but little value; in places also along the shore of the Beuve River there is a narrow belt of green woods, but no timber suitable for marketable purposes.

Throughout the months of July and August of this year the southerly portion of the township bordering on the lake shore was flooded for about twenty chains inland, owing, no doubt, to the unusually high water of the past season. The southerly portion of the township is very rough, rocky and swampy; frequent, although not remarkable, disturb ances of the magnetic needle were noticeable here.

The central portion forming the valley of the Beuve River is level, and now grown up with aspen, poplar and white birch; alder and willow swales being of frequent occurrence. The soil in this section is a heavy white clay, covered in some places with a thin coating of sandy loam, and in those places well adapted for agricultural purposes, but generally speaking the soil in this section is not well suited for farming purposes; as a field for stock-raising it seems to offer advantages which might make it valuable for such purposes, as owing to the frequency of rains, there is always an abundance of good, strong grass in summer, while the marshes afford abundance of hay for wintering stock. The climate of this section is of a most extraordinarily humid nature. Apparently all the the rain storms of the country meet and settle down here, and, owing to the stiff clay soil the rainfall does not soak away as in other districts, but remains until evaporated; rain fell each Monday and Friday during the progress of the work through this section.

The northern portion of the township consists entirely of a high range of Laurentian rocks, gneiss with quartz veins. Specimens of iron and copper pyrites were found by the men, who refused to state where they were found.

The Beuve River traverses the township diagonally from where it enters, in concession four to where it leaves it in concession B; it is a deep, sluggish stream, subject to freshets (average width about two chains and fifty links), with banks tolerably high, composed almost entirely of clay. The water both in the river and Lake Nipissing is of a dark brown colour, soft and scarcely fit for drinking purposes. There are two short rapids in the river within the limits of the township, at both of which mill sites may be obtained. The only settlement is that of Frank Goulais, who has cleared an acre on lot five, concession A, his crop looked poor and backward when we left in August.

I have the honour to be, Sir,
Your obedient servant,
R. H. Coleman,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

Appendix No. 27.

DISTRICT OF NIPISSING.

Township of Ferris.

Haliburton, Ontario,
October 25th, 1880.

Sir,—I have the honour to submit the following report of the survey of the township of Ferris in the Nipissing district, surveyed under instructions from your Department, dated May 7th, 1880.

I proceeded to the work on the 25th of May by way of Gravenhurst and Rosseau, thence by Rosseau and Nipissing road to South Bay of Lake Nipissing, and thence by canoes to East Bay of said lake and the Wistiwasing River, which runs through the south-west corner of the township.

Commencing at the north-east corner of the surveyed portion of Himsworth, after taking the necessary observations, I ran the southern boundary of Ferris on a course north 69° 08′ 30″ east, astronomically, laying off lots of twenty chains in width, with a side road every fifth lot, and the western boundary on a course north 20° 51′ 40″ west, astronomically, making concessions fifty chains in depth, with an allowance for road between alternate concessions. The survey of concessions seven and eight was carried across the township to the east boundary. I then worked northerly to Trout Lake, and thence westerly, completing my survey at Lake Nipissing, running all lines on the aforesaid bearings as per instructions.

Considerable difficulty was experienced from drowned land, the waters of both lakes, Nipissing and Nasbonsing being unusually high. Observations were taken at the south-west corner of the township, the details of which will be found in the survey returns, and frequently during the progress of the work. An aluminium solar transit was also used and found to work very satisfactorily. The variation of the compass was found to be 7° west. The traverse of lakes was made by trigonometrical calculation, and Rochon micrometer, the correctness of which was frequently tested.

About one half of this township is good, arable land, the best being around, and to the north of Nasbonsing Lake ; this is generally a clay loam. Some very fine flats of clay soil extending over considerable areas were found through the central portion of the the township. A great portion of the township towards Trout Lake is flat rock covered with stunted pine and mixed timber, and a large belt across the township from west to east, as shown on timber map, extending into the unsurveyed lands as far as the eye can reach down the southerly shore of the Mattawa River, has been burnt, leaving only the dead trunks of trees standing. Over most of this a thick growth of white birch, poplar, cherry, etc., is growing up.

In the south-east portion of the township the timber is chiefly birch, maple and basswood, with hemlock, balsam, spruce, etc., in places, and pine both scattering and in groves.

In the northern and western portions there is considerable pine still standing, but the best of it has been lumbered ; this township forming part of Mr. Moore's limits, of Ottawa. The portion between Trout and Nipissing Lakes may be described as a comparatively flat tract of country, made up of rocky ridges and tamarac swamps, with occasional patches of good land between them, covered by mixed timber, consisting of red and white pine, poplar, spruce, balsam, white birch, etc.

The township may be said to be well watered by numerous streams, with a few small lakes. What is known as the LeVase River being the principal stream in the north, and the Wistiwasing River in the south, both of which flow into Lake Nipissing, and are navigable only for canoes and small boats. There is also a mill privilege on each of these streams.

Lake Nasbonsing is a fine sheet of water, with a plentiful supply of bass, pickerel, pike and maskinonge. Trout Lake is a beautiful lake, with numerous islands, and a bold northern shore, and, as its name implies, is filled with trout, both salmon and speckled.

The general face of the country is undulating, but there are no hills of any note, here and there a cliff, and in places the rocks split and thrown into confused heaps. The formation is granite, differing in no way from all the north country rock. I found no indications of mineral ores. Beaver meadows were frequently met with producing a very tall rank grass and cariboo tracks were often seen in these.

Access to this township is at present by the Mattawa River from the east, and the Rosseau and Nipissing Road from the west, but the numerous railway schemes in contemplation will, no doubt, in time afford ample means of access for the settlement of the township.

There are at present six actual settlers in the township as per inspection return.

I have the honour to be, Sir,
Your obedient servant,
A. NIVEN,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

Appendix No. 28.

TOWNSHIP OF CHISHOLM.

COLLINGWOOD, ONTARIO,
November 23rd, 1880.

SIR,—I have the honour, in accordance with your instructions, dated the 7th of May, 1880, to submit the following Report on the survey of the township of Chisholm in the district of Nipissing.

I proceeded from Collingwood *via* French River and Lake Nipissing to the locality indicated, and commenced the survey from the south boundary of the township of Ferris which had been recently run by P.L.S. Niven, beginning the work in the north-westerly part of the township of Chisholm. This portion I found to be very swampy, broken, however, by ridges of dry land covered with a thick growth of small poplar and birch.

This is the general character of the face of the country embraced between the north boundary and the line between concessions fourteen and fifteen on the one hand, and the west boundary and the side-line between lots ten and eleven on the other. The soil, however, on the ridges is generally good, being a sandy loam, free from stone.

South and east of this portion of the township the land is higher and mostly level, well timbered with birch, maple, pine, balsam, spruce, basswood, etc. Towards the north-east the pine predominates. The country continues generally level from the north boundary till the line between concessions six and seven is reached. From there to the south boundary it is hilly, and in some cases might be called mountainous, but in nearly every instance there is a good covering of soil, producing a very fine growth of maple, birch, basswood, pine, etc.

The finest part for agricultural purposes, however, is to be found north of the line above referred to, where thousands of acres unbroken by hills or rocks are met with. The soil is a rich loam, in some cases the clay predominating, and in others the sand. I have no hesitation in saying that, taking this township throughout, it is one of the best I have seen in our frontier districts.

I would estimate that about seventy-five per cent. of its land is capable of cultivation.

Owing to the level and unbroken character of its surface, the northern portion of

the township offers very few obstacles to the building of roads. In very few instances would deviations from the survey lines be necessary.

On concessions fifteen and sixteen, and between sidelines twenty and twenty-one, and twenty-five and twenty-six, D. L. Moore, Esq., of Ottawa, has established a lumber depot, and in connection with it has under cultivation a farm of between two and three hundred acres, where I saw excellent crops of oats, potatoes, turnips, etc., growing, though the early frost this season had damaged them to some extent.

Other smaller clearings were met with in this part of the township, also under cultivation by the same party, and also one by Isaac McConnell on the shore of Wistiwasing Lake, on lot nineteen, in concession fifteen. The largest quantity of pine was met with towards the east of the township, where vast quantities have already been cut by Mr. Moore, and taken east *via* Nasbonsing Lake and the Mattawa River to the Ottawa.

The height of land or water-shed between the Ottawa and Lake Huron basins lies between Lakes Nabonsing and Wistiwasing; the depot farm above referred to being situated directly on a portion of this dividing ridge. The township is well watered numerous streams, mostly all of small size, the two largest being the Wistiwasing and the Nasbonsing. The former is navigable for canoes in high water from its outlet at Lake Nipissing to within a few miles of Wistiwasing Lake, though owing to the rapids, several portages have to be made.

Wistiwasing Lake, though containing a considerable body of water, is shallower than usually found in this part of the country, and seems to contain very few fish. The land around the lake is level, and the soil good. The inlet to this lake, also shown on the map as Wistiwasing River, is navigable for canoes at any season of the year for a few miles above the lake, the land along its banks here being very swampy.

The Nabonsing River, generally called by the lumbermen Moore's Creek, enters the township from the east on the fourteenth concession, and flows through the north-easterly part of the township, emptying into Nabonsing Lake in the township of Ferris. It is a small clear stream of water flowing through a pine district. It has been cleared of logs, and otherwise improved by Mr. Moore, who has succeeded in utilizing it for running his timber down to the lake. The soil along its banks is sand, though of a good quality, as shown by the crops grown on the depot farm, which is situated on this stream.

Another stream deserving of mention, though smaller than either of these, is Smith's Creek, which winds its long and tortuous course through a district of remarkable fertility, across the western part of the township from near the south boundary till it finds its way into the Wistiwasing River near the north boundary. A considerable quantity of pine timber has been taken from this part of the township, though apparently much less than from the east. Owing to lumbering operations having been carried on in this part of the country for a number of years, the greater part of the township is intersected in every direction by timber roads, which will prove a great convenience to the first settlers.

I would respectfully suggest that the road at present under construction easterly through the township of Himsworth be extended through this township, and as soon as possible, still farther east to connect with the leading road along the Mattawa River. I would also advise the opening up of one of the side roads, say the tenth and eleventh, as a leading road from north to south.

Though but few squatters have yet located in this township, I was informed that to the east and north-east a large number had settled on unsurveyed land, and were anxiously awaiting its survey. Believing this to be the fact, and considering the adaptability of this district for settlement, I would suggest the advisability of extending the surveys in this direction, and opening this part of the country for settlement as soon as possible.

I have the honour to be, Sir,
Your obedient servant,
E. STEWART,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

Appendix No. 29.

TOWNSHIP OF PECK.

FENELON FALLS, ONTARIO,
27th October, 1880.

SIR,—I have the honour to inform you, that, in accordance with your instructions of the 7th May, 1880, I have made a survey of the township of Peck into farm lots of one-hundred acres each, and beg leave to submit the following report together with the field-notes and plan thereof,

In proceeding to the field, I went up the North River, and had my first camp on its south shore at the east boundary of Finlayson, and forwarded my supplies up to and cached them on an island in Tea Lake.

On the night of Saturday the 26th of June, I took an observation on the eastern elongation of Polaris, at the intersection of the line between concessions four and five, Finlayson, with its east boundary, which I knew by my previous survey of that township, to be the proper starting point for the line between concessions four and five of Peck, and on Monday, 28th, I began the work by running the line N. 69° 08′ 20″ E. astronomically. I moved my camp east along this line, filling in as I went, all to the south boundary, and also north to the line between concessions six and seven, running that line, and producing the side lines to line between concessions eight and nine.

On the line between lots thirty and thirty-one, after finishing all to the south and east, I turned north, taking my camp at the second move as far north as the line between concessions eight and nine; from this point finished all up to line between concessions ten and eleven, and also ran that line west to line between lots twenty-five and twenty-six. I then moved my camp west, across Smoke and Canoe Lakes, pitching it on the west shore of the latter, as near as I could estimate where the line between concessions ten and eleven would cross, and from thence moved west, carrying all the work along south of the line between concessions twelve and thirteen west to the line between lots five and six, thence north to the line between concessions twelve and thirteen, thence east along that line, pitching it for the last time on the west shore of the river, about a quarter of a mile from Joe Lake, and had a flying camp for a few days, at the intersection of the line between concessions twelve and thirteen with side lines thirty and thirty-one, finishing the survey a little north of the intersection of concessions twelve and thirteen, with the east boundary. I also traversed all the lakes as the work on the lines proceeded.

I found on producing my side lines from the line between concessions two and three to the south boundary, that concessions one and two were something over one hundred chains; and have made concession eleven the length it was intended to be, viz., fifty chains, throwing the overplus into the first concession.

The country is rolling but has few very high hills, there are not many swamps or marshes, nor are any of them large, and there are no good beaver meadows.

All along the North River, and for a distance of about three-fourths of a mile on either side of it, the principal timber is white pine; also east of line between lots fifteen and sixteen, north of line between concessions ten and eleven, as far east as line between lots thirty and thirty-one, and from thence diagonally to the north-east corner of the township, and all along the east side of Canoe Lake, this is a valuable timber limit, the timber being of a superior quality, and easy of access; also between Smoke and Ragged Lakes, the prevailing timber is good pine; at West Lake, and at intersections of line between lots thirty and thirty-one, with concessions eight and nine, there is also large and sound white pine.

The balance of the township is chiefly hardwood and hemlock, the prevailing timber being black birch, then maple and iron wood, with, in a few places, beech and an occasional basswood; there is a dense undergrowth of balsam, hazel, ground hemlock,

alder, mountain ash, etc., with a narrow line of small cedar round most of the lakes, and a few small red pine on the islands, and small tamarack and spruce in the marshes, there are also small groves and a good deal of large white pine scattered all through the hard-wood.

The township is altogether in the Laurentian formation, the rocks being all either gneiss, mica, slate, or granite. I found no trace of limestone, the dip of the stratified rocks is to the south, and the strike south-east by north-west.

North River is a good sized stream as far up as Canoe Lake, averaging from one and a half to two chains wide, but shallow; at the outlet of Tea Lake, on lot nine, there is a fall of about seven feet, with good rocky banks, making an excellent mill site. Above Canoe Lake the river is much smaller, averaging less than fifty links wide, and shallow. About twenty chains below Joe Lake there is another fall of eight feet; there is another small lake about ten chains above Joe Lake. I went about a mile up the river, above this latter lake, and found it a mere creek with scarcely room in some of the bends for a sixteen foot canoe.

The outlet of Smoke Lake is a fine stream, much larger than North River above Canoe Lake; there is also a good stream between Ragged and Smoke Lakes, with about six feet of a fall; the East River also flows through a small part of the north-west quarter of the township, but is small.

The township is well watered, the lakes very beautiful, with deep clear water, and teeming with speckled and salmon trout, some of the latter are very large; we caught one in Smoke Lake, two feet ten inches long by seven and one-half inches deep.

North River, as also the streams between Ragged and Smoke Lakes, and between Smoke and Tea Lakes, could, at a comparatively trifling expense, be made available for lumbering purposes, the only obstruction, with the exception of the above mentioned falls, being flood wood.

Most of the east side of the township is drained by the Madawaska River. Source Lake is a beautiful sheet of water, and is evidently the fountain head of one of the main branches of that stream, hence I have given it the above name; there is a well cut and very old portage between Source and Smoke Lakes, it has evidently been one of the highways between the Ottawa and Lake Huron waters for many years.

The north and west part of the township is most accessible by the township of Finlayson, the south by the township of Livingstone, and the east by the Madawaska River.

There are no settlers or any improvements whatever in any part of the township.

I have the honour to be, Sir,
Your obedient servant,
JAMES DICKSON.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

Appendix No. 30.

DISTRICT OF PARRY SOUND.

TOWNSHIP OF COWPER.

PARRY SOUND ONTARIO,
November 27th, 1880.

SIR,—I have the honour to report that under instructions received from your office and dated May 7th, 1880, to sub-divide the township of Cowper into farm lots. I proceed ed to said township immediately after completing the survey of the township of Conger and

observed Polaris on the night of June 29th, 1880, on the south boundary, at side roads five and six, and ran said line N. 20° 51′ 40″ W., making it a base for my work.

The township of Cowper, contains but little good land, the face of the country being rocky and stony, soil sandy and, timber pine and hardwood. About one quarter of the township has been burnt over, destroying all the timber; the greater part of the township drains into Spider Lake, which empties into the Georgian Bay over a fall of about thirty feet.

I have the honour to be, Sir,
Your obedient servant,

D. BEATTY,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

Appendix No. 31.

TOWNSHIP OF CONGER.

PARRY SOUND, ONTARIO,
November 27th, 1880.

SIR,—I have the honour to report that on receipt of instructions from your office dated May 7th, 1880, to subdivide the township of Conger into farm lots, I proceeded at once to said township taking the Parry Sound road for about thirteen miles, thence southerly along the Lake Joseph and Port Carling road, which follows the east boundary of the township as closely as the nature of the country will admit of. I commenced my work by brushing out and chaining the east boundary from the south boundary to concessions four and five, where I observed Polaris on the night of May 12th, 1880, and ran said concession line S. 69° 8′ 20″ W., making it a base for my work on the south side of the township, and concessions eight and nine a base for work on the north side.

The general character of the township for agricultural purposes is below the average of townships in the Parry Sound district; the greater part of the land fit for settlement lies between the east boundary and the side road, ten and eleven. This section is timbered with hardwood, hemlock and scattered pine of a good quality.

The soil is generally light and sandy, but there are some very good farms of sandy loam, and in places clay.

There are several settlers along east boundary on lots one, with clearings of from five to forty acres, in a good state of cultivation. From side road, ten and eleven, westward to the Georgian Bay, is more rocky, and broken up with numerous lakes. There are no large blocks of good land in this section, but there are many small and scattered pieces of fair quality; the timber is pine, hardwood and hemlock. Black Stone River which enters the township through a small lake on lots ten and eleven, in the twelfth concession, passes through Black Stone and Crane lakes in a south-westerly direction to the Georgian Bay, and drains the greater part of the township.

I have the honour to be, Sir,
Your obedient servant,

D. BEATTY,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

Appendix No. 32.

DISTRICT OF MUSKOKA.

Township of Gibson.

Sarnia, Ontario,
October 25th, 1880.

Sir,—I have the honour to report that in accordance with your instructions dated 7th May, 1880, I have completed the survey of the township of Gibson into farm lots.

I commenced work at the south-east corner of the township, chaining along the south boundary to side-line ten and eleven, where I took an observation of Polaris, and finding that said boundary was very carefully run I made it the base of the survey, laying off the various concessions and side road lines as shown on the accompanying plan and field notes. For convenience of description the township may be divided into two parts, viz., east and west of side-line twenty and twenty-one. The eastern portion containing about twenty-eight thousand acres is a fine tract of land, the soil being principally clay and sandy loam overlaying clay. The timber being maple, beech, birch, pine, and hemlock, pine being abundant and of good quality. In the vicinity of Black Lake I found a number of settlers, some of them having good clearings, with neat log houses, and during the progress of the survey in that locality a large number of lots were selected by intending settlers. This portion is favourably situated for settlement, being easy of access in summer by the Muskoka and Black Rivers, Hughson's Lumbering Company affording a good home market for any surplus grain or roots they may have. But the settlers who were there last winter, complain of the difficulty of getting out at that season, as the ice on the rivers owing to the strong current is never reliable. I would suggest that a road be made from the north end or the narrows of Black Lake to Bala, a distance of about eight miles, which would afford a direct communication with Gravenhurst to this portion of the township, also a portion of the township of Wood.

The western portion is principally burnt and rocky land, affording but little inducement for settlement, the timber being small scrubby pine, birch, poplar, and balsam; the ordinary gneiss rock prevailing.

The township is well watered by numerous lakes and streams, the southern part being drained by Black River, which is a large stream averaging about four to five chains wide. The northern part is well drained by the Muskoka and Moon Rivers, the most important lakes being Black and Go Home Lakes, the latter of which is an expansion of the Muskoka River. Here the River divides into two parts, one the north channel, called the Go Home River, running west to Georgian Bay; the other, running sonth and west, empties into the Georgian Bay at Hughson's Lumbering Company's Mills.

I have the honour to be, Sir,
Your obedient servant,
Thomas Byrne,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

Appendix No. 33.

COUNTY OF HASTINGS.

Residue of Township of Dungannon.

Mill Point, Ontario,
November 10th, 1880.

Sir,—I have the honour to report in accordance with instructions bearing date the 7th of May, that upon the completion of the survey of Mayo, I at once moved into Dungannon. I first retraced concession line eight and nine across lot six. I then ran this line on a course of N. 69° 08′ 20″ E., astronomically. I next found concession line six and seven, and ran it in a similar way to the east boundary. I then ran a random line on the presumption that the east boundary was on its proper course, and found that it was correct, so I blazed it back as the side line between lots five and six. I then went up to concession line ten and eleven, and as all the posts in the neighbourhood of my work were burnt up, I had to go back on this line to lot eight. I here found an old line running from what was pointed out to me as the original post. I chained across the different lots giving them their proper distance until I came to the line between lots five and six. From this point I ran on a course of N. 69° 08′ 20″ E., astronomically, to the boundary, making lot five in this case and in all the others an even twenty chains, leaving lot one whatever it happened to come out. I then ran the side-line between lots five and six on a course of N. 23° 37′ 24″ W., astronomically, and found that it was correct. As this township lies alongside of Mayo, their general characteristics, as might be expected, are very much alike. Quite a number of settlers were within the limit of my survey, and did not know where they were.

The land is very good, more than fifty per cent. of the district embraced within the limits of my survey being suitable for agricultural purposes.

The only lake, "Jamieson's," is a fine one; its shores are high and rocky; the water is very pure and clear. Numerous small creeks are, however, to be met with. Nearly the whole of the portion I surveyed has been burnt over so often that there is no timber of any value left. It is now grown up with poplar, aspen, cherry, sumach, etc.

As there are several good settlements in close proximity to the good land, it will in all likelihood be soon taken up; good roads can be easily obtained in almost any direction, as the general surface of the country is tolerably level.

I have the honour to be, Sir,
Your obedient servant,

Matthew J. Butler,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

Appendix No. 34.

Residue of the Township of Mayo.

Mill Point, Ontario,
November 10th, 1880.

Sir,—I beg to report that, in accordance with instructions from your office, bearing date 7th of May, 1880, to proceed to and subdivide the residue of the township of Mayo

into farm lots of one hundred acres each, that on the 25th August I left for the township and arrived there on the 28th. On the 30th I portaged through to the south boundary, and on the night of the 31st of August I, after having retraced the south boundary to the sideline between lots fifteen and sixteen, obtained an observation of Polaris at its eastern elongation, azimuth 1° 52′ 50″; laying this off, I next turned off the bearing of N. 20° 51′ 40″ W. as instructed, and proceeded to run the side-line between lots fifteen and sixteen. I ran this line north to Crooked Lake, leaving a post to mark concession line two and three, at the distance of one hundred chains, allowing the proper road allowance. I then ran concession line two and three in the centre of the road allowance one hundred chains westerly, planting posts every twenty chains, fifty links on each side of the line, and also a post on the line with the numbers of the lots only marked on it. I next ran the side-line between lots ten and eleven to meet this line; in this manner I did all the work lying to the south of Crooked Lake. I then worked from side-line fifteen and sixteen easterly, and in a similar manner completed all the work on the south side of Crooked Lake first. I then worked up to the north-east corner, after which I returned to side-line ten and eleven, and carrying all my work across Crooked Lake, I wound up at the north-west corner. As will be seen by referring to the plan, Crooked Lake is a large body of water; it is a clear, transparent and beautiful lake, the water being remarkably pure. Fish are said to be plentiful in the proper season, trout being the principal variety. Foster's Lake is the next one of importance; its waters, as also Clear Lake, and in fact all the lakes in this district, are clear and pure, trout being plentiful in them all at the proper season. All measurements of distance, except where otherwise shown in the notes, were made by means of an excellent micrometer, in crossing lakes, etc. In traversing the lakes I invariably used the micrometer, and also checked it by triangulation.

The principal timber now in Mayo is beech, the pine having been all cut off by lumbermen; there are also large tracts of mixed timber, maple, hemlock, balsam, birch, etc., being accompanied usually by pretty good land. Numerous swamps of tamarack, spruce, and cedar, are to be met with in the south-eastern corner of the township.

The soil is almost invariably a red sandy loam, the exception being black mould, and is well adapted for farming purposes, unfortunately it is somewhat stony.

The general surface of the country is of a decidedly hilly character. The western portion, or that embraced between lots ten and one, has been repeatedly burnt over, and is now grown up thickly with poplar, aspen, cherry and sumach.

The district bordering on Crooked Lake, until arriving at the lower narrows, is high, bold, and rocky; to the north of Crooked Lake, a good flat of land is found.

The balance of the township is very much broken with high ridges of rock, cliffs, etc., with here and there a good piece of land. In the south-eastern portion quite a number of beaver ponds were found.

A settlement can be formed on the good land to the north of Crooked Lake, and wherever any land is to be found; but in order that this may be done a road will be required to traverse the district, and I saw that the Government had sent Mr. Hamilton to push it through, and they have acted wisely in sending such an energetic man. And I might here say, that I was surprised to see thriving settlements in this section, largely, if not entirely, owing to the generous and judicious expenditure of money by the Government upon the colonization roads.

I have the honour to be, Sir,

Your obedient servant,

MATTHEW J. BUTLER,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,

Commissioner of Crown Lands,

Toronto.

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO

FOR THE YEAR

1881.

Printed by Order of the Legislative Assembly.

Toronto:
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1882.

CONTENTS.

PAGE.

COMMISSIONER'S REPORT :—

Sales—Crown Lands ..... v.
" Clergy Lands ..... v.
" Common School Lands ..... v.
" Grammar School Lands ..... vi.
Collections and Revenue ..... vi.
Disbursements ..... vi.
Revenue arising from Crown Timber ..... vi.
Free Grants ..... vi.
Crown Surveys ..... vi.
Municipal Surveys ..... vii.
Mineral Surveys ..... vii.
Colonization Roads ..... vii.
General Observations—Woods and Forests ..... vii.
" Mines and Minerals ..... viii.

APPENDICES :—

Return of Officers and Clerks in the Department 1
" Crown Land Agents for sale of lands 3
" " " disposal of Free Grants 4
Statement of lands sold, and amounts of sales and collections 5
" Gross Collections 6
" Receipts considered as Special Funds 7
" Gross Disbursements 8
" Letters Received and Mailed 11
" Timber and amounts accrued from Dues, etc 12
" Revenue collected from Woods and Forests 14
Return of Crown Timber Agents 15
" Locations, etc., under Free Grants Act 16
Report on Mining—R. Macpherson 20
" " Wm. Coe 21
Statement of Crown Land Surveys completed 24
" " " in progress 25
" work performed in Survey Branch 26
" Candidates who have passed Board of Examiners of Land Surveyors 27

PAGE.

SURVEYORS' REPORTS :—

District of Nipissing—Calvin 28
" " Hunter 29
" " Boulter 30
" " Bonfield 31
" Algoma —Scarfe 32
" " Long 33
" Nipissing—Badgerow 34
" Algoma —Striker 35
" Nipissing—Lauder 37
" Algoma —Patton (residue) 38
" " Cobden 39
" " Mack 40
" " McMahon 41
" Nipissing—Base and Exploration Lines 42
Statement of Municipal Surveys for which instructions were issued 47
" " " confirmed 48
" Mineral Lands patented in Unsurveyed Territory 49

REPORT ON COLONIZATION ROADS WORKS :—

North Division 50
West Division 53
East Division 58
Summary of Expenditure 65
Recapitulation 67

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO,

FOR THE YEAR 1881.

To His Honour the Honourable JOHN BEVERLEY ROBINSON,
Lieutenant-Governor of the Province of Ontario:

MAY IT PLEASE YOUR HONOUR,

I have the honour, in conformity with the provisions of the Act respecting the Sale and Management of the Public Lands, to submit to Your Honour the following Report of the proceedings, transactions and affairs of the Department of Crown Lands for the year 1881, commencing, as usual, with stastistical details, and concluding by general observations.

CROWN LANDS.

There were sold of the Crown Lands, during the year 1881, 88,543 acres. The sales amount to $51,977, and the collections to $68,425. (*See Appendix No. 4, page 5.*)

CLERGY LANDS.

There were sold of the Clergy Lands, during the year 1881, 7,126 acres. The sales amount to $7,501, and the collections to $19,676. (*See Appendix No. 4, page 5.*)

COMMON SCHOOL LANDS.

There were sold of the Common School Lands, during the year 1881, 1,292 acres. The sales amount to $3,546, and the collections to $37,977. (*See Appendix No. 4, page 5.*)

GRAMMAR SCHOOL LANDS.

There were sold of the Grammar School Lands, during the year 1881, 1,295 acres. The sales amount to $1,483, and the collections to $5,085. (*See Appendix No. 4, page 5.*)

COLLECTIONS AND REVENUE.

The total collections of the Department, during the year 1881, amount to $992,504, being an increase over the year 1880 of $376,193. (*See Appendices Nos. 5 and 6, pages 6 and 7.*)

DISBURSEMENTS.

The gross disbursements of the Department, for the year 1881, amount to $193,772. (*See Appendix No. 7, pages 8, 9 and 10.*)

REVENUE ARISING FROM CROWN TIMBER.

The accruals for timber dues, ground rents, etc., during the year 1881, amount to $537,939. (*See Appendix No. 9, pages 12 and 13.*)

The total collections on account of timber dues, ground rents and bonuses, amount to $839,716. (*See Appendix No. 5, page 6.*)

FREE GRANTS.

At the date of my last Report there were open for location, under the "Free Grants and Homestead Act," 117 Townships, and during the year 1881 five Townships were added, viz.: Cashel, Limerick and Wollaston, in the County of Hastings, and North and South Canonto, in the County of Frontenac—making a total of 122 Townships now open for location.

During the year, 1,077 locations were made on 153,764 acres of land, and 8,870 acres were sold to 155 locatees.

During the same period 781 lots located in former years were resumed for non-performance of settlement duties, and 487 patents were issued to Free Grant settlers. (*See Appendix No. 12, pages 16, 17, 18 and 19.*)

CROWN SURVEYS.

The under-mentioned surveys have been performed during the year 1881, that is to say: the Townships of Bonfield, Boulter, Calvin, Hunter, Lauder and Wilkes, in the Huron and Ottawa Territory, have been subdivided into farm lots of 100 acres each, and the Townships of Badgerow, Cobden, Field, Long, Mack, Patton and Striker, on the North Shore of Lake Huron, into lots of 320 acres each.

The returns of the above-named surveys, with the exception of those of Wilkes, Field and Badgerow, have been received, examined and closed.

The returns of the surveys of the Township of McMahon and the residue of Hardy, Patterson, Gurd, Himsworth and Nipissing, not having been closed at the date of my last Report, have been examined and closed during the year 1881.

Certain base and exploration lines have been surveyed north of Lake Nipissing, and a subdivision into lots has been made of a block of land in rear of the Village of Sault Ste. Marie.

The particulars in relation to the surveys, with the Reports, will be found in *Appendices Nos. 15 to 32 inclusive, pages 24 to 46.*)

MUNICIPAL SURVEYS.

Four Municipal Surveys have been confirmed during the year by establishing and planting stone or other durable monuments at the angles of lots, or in concession lines in the Townships of Cartwright, Scott, Sombra and York, and instructions were issued for eleven Municipal Surveys during the year.

The particulars in relation to these Municipal Surveys will be found in *Appendices Nos. 33 and 34, pages 47 and 48.*

MINERAL SURVEYS.

Patents have been issued during the year for 1,820 acres of land in the unsurveyed Territory on the North Shore of Lakes Huron and Superior, the purchasers having furnished the required plans and field notes. (*See Appendix No. 35, page 49.*)

COLONIZATION ROADS.

The total expenditure on Colonization Roads, during the year 1881, amounts to $101,756.81, the particulars of which will be found in the Superintendent's Report. (*Appendix No. 36, pages 50 to 67 inclusive.*)

GENERAL OBSERVATIONS.

Woods and Forests.

The improvement in the sawn lumber and hewn timber trade, noted in my Report of 1880, continued throughout 1881, and my prediction of the previous year, "that for some years to come transactions would be remunerative to all concerned," seems to be in process of fulfilment.

Both sawn lumber and hewn timber have found ready markets and good prices, the former realizing higher value than for years past.

Of square and waney timber, it is reported that during the past shipping season prices have ruled higher than they had ever done before for pine of good quality and average; and it is stated that the stock on hand at Quebec is light, and scarcely sufficient for spring requirements.

As expressed in my Report for 1879, my opinion, from an economic point of view, is not in favour of the manufacture of square pine; nevertheless, while the business continues to be carried on, it is gratifying to find that a good return is obtained for the article.

The output of lumber at some of the saw-mills fell short in 1881 of the quantity estimated by the proprietors as the probable cut of the season. This is attributed to

scarcity of water in the streams, owing to which considerable quantities of logs failed to reach the point of manufacture. In several instances operators in square and waney timber have been subjected to the same drawback.

In the interest of the public revenue, as well as of the settlers who had taken up lands in some unlicensed townships south of French River and Lake Nipissing, it became necessary to deal with the pine within the territory before it became jeopardized by fires raised in clearing the lands or damaged and wasted by locatees cutting it indiscriminately for their own purposes, in doing which, timber of the finest quality is cut down and applied to uses for which inferior lumber would be suitable, the result being a depreciation of the value of the timber limits before they are brought into market, and in consequence a loss to the revenue. Accordingly, an inspection of the timber in the townships referred to was made in the fall, and on 6th October notice was published that a sale of timber limits in the territory would take place at the Department of Crown Lands on the 6th of the current month.

The time selected for the sale was extremely opportune; parties engaged in lumbering had just closed a successful season's business, and having the means were prepared to invest in limits. The attendance was large and the bidding spirited, the prices obtained being beyond precedent, some 1,379 square miles realizing a total of $733,675.25, of which has been paid up to date $321,354.66, making the total collection on account of Woods and Forests for the year, $839,716.86

MINES AND MINERALS.

Gold.

Gold mining operations in the County of Hastings have made some progress during the year.

The Gatling mine, in the Township of Marmora, having been purchased by a wealthy company, known as the "Consolidated Gold Mining Company," the new company gives constant employment to about 100 men, have sunk shafts to the depth of 214 feet and 100 feet respectively, and have raised a large quantity of the gold-bearing quartz, which is estimated to yield $12 per ton. A one hundred-stamp crusher is nearly completed and will shortly be in active operation, and from the powerful machinery employed and the improved method of separating the gold from the rock, those engaged in the enterprise anticipate gratifying results.

Operations to some considerable extent have been carried on in several other mines in the locality, but owing to a lack of the necessary funds, the works have been suffered to languish.

Silver.

Silver mining on the North Shore of Lake Superior appears to have been carried on with increased energy during the year.

Silver Islet.

The operations on Silver Islet have been attended with their usual success during the year, and large quantities of good stamp rock continue to be taken out.

Pie Island.

Rich silver ore, with some native silver, having been discovered on Pie Island, operations are being prosecuted there on an extended scale during the winter.

Works are also in progress at the mine on McKellar Island and at other mines in the neighbourhood, and it is hoped that silver mining in the Thunder Bay District will progress favourably during tho approaching season.

Copper.

The Michipicoton Island Copper Company are carrying on operations on their property on Michipicoton Island, in Lake Superior, on a somewhat extensive scale.

They are said to have sunken shafts to a considerable depth, and were, in November last, drifting in a very rich lode of copper ore, and had then in their employment 91 men and 4 boys. The crushers are said to have been in readiness and the stone-breakers nearly completed, and a large supply of necessaries were then being laid in for winter operations. These works are carried on under the superintendence of John Opie, Esq., who speaks encouragingly as to their future prospects.

Iron.

Iron mining in the Counties of Peterborough, Hastings, Addington, Frontenac and Lanark, have been carried on with increased energy during the year 1881.

The Dufferin mine is owned (with the Nelson mine) by the Bethlehem Iron and Steel Works Company and the Cambria Iron Company of Pennsylvania, who have sunken shafts to the depth of 80 feet on the main ore bed, and have brought to the surface, ready for shipment, 5,000 tons of choice ore, and it is expected that when the mine has been fully opened up, it will afford employment for 500 men.

The Cameron mine has recently been purchased by the Cleveland Rolling Mill Company of Cleveland, Ohio, who intend commencing operations in spring, when it is expected that railway facilities will be extended to enable them to send their ore to market.

The Hudson mine, situated on the same range with the Dufferin and Cameron mines, has been worked to a considerable extent, and the ore brought to the surface is awaiting facilities for shipment.

The Wallbridge Hematite mine is now owned and worked by the Bethlehem Iron and Steel Company, who have shipped from it, during the last six months, over 20,000 tons.

The Emily mine is a new property, not yet fully opened up. The ore is said to be of a very superior quality, yielding 62 per cent. of metallic iron.

The Louise mine, the outcrop of which occurs on a thickly-wooded slope, indicates a very large supply, yielding 62 per cent. of metallic iron.

The Wollaston mine is said to be of very large extent, with ore exposed by work done, showing a length of half a mile and a width of from 40 to 75 feet, but there does not appear to have been anything done towards preparing the ore for market.

The Paxton mine, situated in the Township of Snowden, has been worked by Messrs. Paxton and Jones, who have shipped, during the year, 973 tons.

The Pusey mine, situated in the same township, has been worked by C. J. Pusey, Esq., who has shipped, during the year, 480 tons.

The under-mentioned quantities of ore have been taken out at the different mines in the Counties of Addington, Frontenac and Lanark, and shipped at Kingston and Brockville during the year 1881, that is to say :—

Through the Brockville and Ottawa Railway and shipped at Brockville	1,250 tons.
Through the Rideau Canal and shipped at Kingston	5,421 "
From the Roberts mine *via* K. & P. Railway and shipped at Kingston	10,194 "
From the Bedford mines *via* the K. & P. Railway and shipped at Kingston	1,410 "
From the Lavant mines *via* the K. & P. Railway and shipped at Kingston	1,896 "
Total	20,144 "

The following quantities of ore have been brought to the surface at the mines in the Townships of Lavant and Bedford, and are awaiting shipment in the spring, that is to say :—

At the Bethlehem Co.'s mine in Lavant	6,000 tons.
At Boyd, Caldwell & Son's mine in Lavant	4,000 "
At W. H. Caldwell's " "	1,000 "
At the Glendower " Bedford	600 "
Total	11,600 "

Phosphates.

The under-mentioned quantities of phosphates have been mined in the interior and shipped at the Ports of Kingston and Brockville during the year 1881, that is to say :—

From the Loughboro' mines	2,577 tons.
" Lots 14 and 15, in 5th concession of Oso	91 "
" Bob's Lake in Bedford	800 "
" North Burgess	1,581 "
" Opinicon Lake	340 "
" Rideau Canal	1,500 "
" North Burgess	30 "
Total	6,919 "

The average prices obtained for iron ore at the ports of shipment are said to be $3, and for phosphates $13.50 per ton.

The foregoing information relating to iron and phosphates mining is chiefly derived from the interesting letters of Messrs. McPherson and Coe, and will be found in *Appendices Nos. 13 and 14, pages 20, 21, 22 and 23.*

Respectfully submitted.

T. B. PARDEE,
Commissioner of Crown Lands.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

APPENDIX No. 1.

RETURN of Officers and Clerks in the Department of Crown Lands for the year 1881.

BRANCH.	Name.	Designation.	When Appointed.	Salary per annum.	Remarks.
				$ c	
	Hon. T. B. Pardee	Commissioner	1873, December 4...	4,000 00	
	Thos. H. Johnson.....	Assistant Commissioner.....	1869, August 21....	2,800 00	
	George Kennedy	Law Clerk	1872, February 1...	1,800 00	
	T. W. Gibson	Shorthand Writer and Clerk	1880, August 18....	1,000 00	
Free Grants and Sales	A. Kirkwood.....	Chief Clerk	1854, March 21	1,700 00	
	J. M. Grant.....	Clerk	1860, May 12	1,250 00	
	J. J. Murphy	Clerk in charge of Free Grants...	1872, May 1	1,100 00	
	P. Alma	Clerk	1871, August 1	950 00	
	Julian Sale.....	Clerk	1871, August 5.....	800 00	
Surveys, Patents and Roads....	G. B. Kirkpatrick	Chief Clerk	1866, January 30 ..	1,700 00	
	W. Revell.....	Clerk	1871, October 2	1,000 00	
	E. Fox.....	Chief Clerk, Patents.....	1857, September 28.	1,400 00	
	A. J. Taylor	Clerk	1872, October 1	1,200 00	
	H. Smith.....	Superintendent of Colonization Roads.....	1881, January 1....	1,800 00	
	C. Cashman.....	Clerk	1872, September 1..	1,000 00	
Woods and Forests	G. B. Cowper	Chief Clerk	1857, October 14 ...	2,000 00	
	J. A. Macinnes.....	Clerk	1872, December 20 .	1,200 00	Died September, 1881.
	H. G. Langlois.....	Clerk	1868, August 1.....	900 00	
	E. G. Kirby.....	Clerk	1869, August 1.....	700 00	

APPENDIX No. 1—*Continued.*

RETURN of Officers and Clerks in the Department of Crown Lands for the year 1881.

BRANCH.	Name.	Designation.	When Appointed.	Salary per annum.	Remarks.
				$ c.	
Accounts	D. George Ross	Accountant	1861, April 15	1,500 00	
	R. H. Browne	Chief Clerk Agents' Returns	1862, May 14	1,250 00	
	C. P. Higgins	Clerk	1873, July 1	850 00	
	E. Leigh	Clerk	1873, December 20	750 00	
	J. Morphy	Registrar	1851, June 1	1,600 00	
	J. Bradshaw	Office-keeper	1852, March 27	500 00	
	A. McDonald	Messenger	1862, May 19	500 00	

D. GEORGE ROSS,

Accountant.

THOS. H. JOHNSON,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1881.

APPENDIX No. 2.

List of Crown Land Agents for Sale of Lands, 1881.

Name.	County.	Date of Appointment.	Commission.	Remarks.
			$ c.	
R. Macpherson	Part of Frontenac	1871, July 19	500 00	Salary per annum.
Alexander MacNabb	Bruce	1851, April 29	313 00	
J. McKibbin	Part of Victoria	1870, November 24	34 40	
E. Perry	Part of Frontenac and Addington	1856, March 27	.. ..	

D. GEORGE ROSS,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

Department of Crown Lands,
Toronto, 31st December, 1881.

APPENDIX No. 3.

List of Crown Land Agents for the disposal of Free Grants, 1881.

Name.	District or County.	Date of Appointment.	Salary per Annum.	Remarks.
			$ c.	
Anderson, D.	Part of Peterborough	1870, November 21	500 00	
Best, S. G.	" Parry Sound District	1875, March 23	500 00	
Brown, C. P.	" Algoma District	1872, June 25	500 00	
Day, J. F.	" Algoma District	1875, July 19	500 00	
Dawson, J. R.	" Frontenac and Addington	1877, January 17	500 00	Died December, 1881.
Fitzgerald, J. W.	" Victoria	1875, November 9	500 00	
Handy, E.	" Parry Sound District	1878, January 3	500 00	
Kennedy, A.	" Renfrew	1871, August 21	500 00	
Mahon, J.	" Renfrew	1875, March 31	500 00	
Mackay, H.	" Parry Sound District	1879, July 12	500 00	Died May, 1881.
Mackay, T.	" Parry Sound District	1881, December 5	500 00	
Reeves, J.	" District of Nipissing	1872, February 12	500 00	
Scarlett, J. S.	" Parry Sound District	1880, June 17	500 00	
Tait, J. R.	" Hastings	1869, May 28	500 00	
Taylor, T. C.	" District of Muskoka	1881, December 15	500 00	
White, A.	" District of Muskoka	1878, April 30	500 00	Resigned December, 1881.
Wright, A.	" Thunder Bay District	1875, May 5	500 00	

D. GEORGE ROSS,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

Department of Crown Lands,
Toronto, 31st December, 1881.

APPENDIX No. 4.

STATEMENT of Acres of Land Sold, Amount of Sales, and Amount of Collections for the year 1881.

SERVICE.	Acres Sold.	Amount of Sales.	Amount of Collections.
		$ c.	$ c.
Crown Lands	88,543.36	51,977 37	68,425 16
Clergy Lands	7,126½	7,501 25	19,676 46
Common School Lands	1,292¼	3,546 39	37,977 14
Grammar School Lands	1,295	1,483 10	5,085 39
Total	98,257.11	64,508 11	131,164 15

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

APPENDIX No. 5.

STATEMENT of the Collections of the Department of Crown Lands for the year 1881.

SERVICE.	$ c.	$ c.
Land Collections:		
Crown Lands	68,425 16	
Clergy Lands	19,676 46	
Common School Lands	37,977 14	
Grammar School Lands	5,085 39	
Rent	856 00	
In suspense	18,478 51	
		150,498 66
Woods and Forests:		
Timber Dues	479,983 76	
Ground Rent	37,285 67	
Bonus	322,315 16	
In suspense	132 27	
		839,716 86
Casual Fees		689 25
Inspection Fees		852 45
Settlers' Homestead Fund		106 35
Destitute Settlers' Refund		359 89
Surveyors' Fee Fund		280 55
Total		992,504 01

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881

APPENDIX No. 6.

STATEMENT of the Receipts of the Department of Crown Lands for the year 1881, which are considered as *Special Funds.*

SERVICE.	—	—
	$ c.	$ c.
Clergy Lands;		
Principal	13,384 44	
Interest	6,292 02	
		19,676 46
Common School Lands:		
Principal	19,573 28	
Interest	18,403 86	
		37,977 14
Grammar School Lands:		
Principal	3,719 64	
Interest	1,365 75	
		5,085 39
Total		62,738 99

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

APPENDIX No. 7.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the year 1881.

SERVICE.	——	——	——
AGENTS' SALARIES AND DISBURSEMENTS.	$ c.	$ c.	$ c.
Commission.			
J. McKibbin	34 40		
A. McNabb	313 00		
		347 40	
Agents' Salaries.—Lands.			
D. Anderson	500 00		
S. G. Best	500 00		
C. P. Brown	500 00		
J. F. Day	500 00		
J. R. Dawson	500 00		
J. W. Fitzgerald	500 00		
E. Handy	500 00		
Adam Kennedy	500 00		
J. Mahon	500 00		
R. Macpherson	500 00		
H. Mackay	125 00		
T. Mackay	375 00		
J. Reeves	500 00		
J. S. Scarlett	500 00		
J. R. Tait	500 00		
Amos Wright	500 00		
Aubrey White	500 00		
		8,000 00	
Agents' Salaries.—Timber.			
J. F. Way	1,440 00		
J. A. G. Crozier	500 00		
J. B. McWilliams	2,000 00		
Thos. E. Johnson	1,600 00		
J. McDonald	150 00		
C. E. Belle	100 00		
		5,790 00	
Agents' Postage.			
D. Anderson	7 59		
C. P. Brown	20 53		
J. F. Day	20 84		
J. W. Fitzgerald	18 25		
E. Handy	18 81		
Adam Kennedy	12 76		
A. McNabb	27 85		
T. McKay	13 79		
J. S. Scarlett	33 12		
J. R. Tait	9 63		
J. Wilson	10 41		
Amos Wright	136 07		
Aubrey White	43 43		
		373 08	
			14,510 48
Carried forward			14,510 48

APPENDIX No 7—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the year 1881.

SERVICE.	—	—	—
	$ c.	$ c.	$ c.
Brought forward			14,510 48
Inspections.			
S. G. Best	15 75		
J. F. Day	47 75		
J. McKibbin	7 50		
Adam Kennedy	14 00		
H. Mackay	54 80		
Aubrey White	138 00		
D. E. Buist	176 00		
S. M. Johnson	8 50		
W. Margach	607 76		
W. McGown	12 00		
L. Londry	6 00		
Thos. H. Johnson	360 00		
F. B. Day	206 90		
J. Shaw	56 50		
J. LeBrashe	52 50		
		1,683 96	
Miscellaneous.			
J. W. Fitzgerald, Travelling Expenses	11 10		
J. F. Day, Stationery	1 65		
T. Mackay, do	2 59		
T. Walters, *re* Slides and Dams	61 75		
J. C. Edwards, Protecting Islands	20 00		
L. Londry, Collecting Dues	17 25		
A. J. Russell, Stationery	43 23		
J. A. G. Crozier, Board, etc	150 00		
J. F. Way, Disbursements	496 50		
T. E. Johnson, do	279 47		
J. B. McWilliams, do	181 43		
		1,264 97	
			17,459 41
Wood Ranging, and Inspection of Timber Lands.			
George Bick		1,152 48	
John Brady		833 77	
J. B. Campbell		620 00	
P. W. Freeman		1,143 60	
Frank Halliday		1,620 09	
S. M. Johnson		1,820 00	
John Kennedy		987 27	
D. F. Macdonald		1,658 78	
W. Russell		470 00	
Jos. Shaw		1,994 88	
J. W. Smith		2,296 54	
S. L. Soper		556 65	
J. B. Turgeon		540 00	
W. Margach		446 09	
Aubrey White		475 00	
L. Londry		316 29	
James Halliday		534 25	
Alex. Ellis		72 00	
F. B. Day		57 00	
Thos. McGown		593 52	
Carried forward			

APPENDIX No. 7—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the year 1881.

SERVICE.	—	—	—
	$ c.	$ c.	$ c.
Brought forward			
Wood Ranging, and Inspection of Timber Lands—Continued.			
H. McMicken		167 50	
W. S. Glasier		78 50	
N. Crowe		60 50	
A. Starkey		241 50	
			18,736 12
Refunds			7,664 92
Colonization Roads			101,958 71
Surveys			37,493 06
Destitute Settlers			37 95
Contingencies.			
Printing and Binding		1,091 31	
Stationery		1,437 87	
Postage		880 00	
Water		205 33	
Fireman		558 75	
Night Watchman		456 25	
Extra Clerks		1,580 00	
Advertising and Subscriptions		990 95	
Sundries		1,543 78	
			8,744 24
Two per cent. of duties collected on timber cut on road allowances and paid to Municipalities			1,382 82
Board of Surveyors			295 00
Total			193,772 23

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

APPENDIX No. 8.

STATEMENT of the Number of Letters received and mailed by the Department of Crown Lands in 1878, 1879, 1880, and 1881.

YEARS.	BRANCHES.					Transfered to other Departments.	TOTAL.	Names Indexed.	Enclosures.	Orders in Council.	Returned, not called for at address.
	Sale and Free Grants.	Accountants.	Surveyors.	Woods and Forests.	Colonization Roads.						
1878	12,366	1,931	1,081	2,013	1,562	58	19,011	24,200	36,500	22	93
1879	10,190	1,596	856	1,966	1,931	64	16,603	20,000	30,000	25	53
1880	9,770	1,526	992	2,274	1,791	49	16,402	19,500	29,500	32	23
1881	8,394	1,632	1,147	2,743	1,659	39	15,614	19,000	29,000	22	28

Letters mailed from the Department in 1878, 20,087 ; in 1879, 18,526 ; in 1880, 18,290 ; in 1881, 19,369.

JOHN MORPHY,
Registrar.

THOS. H. JOHNSON,
Assistant Commissioner.

TORONTO, January 3, 1880.

APPENDIX

WOODS AND

STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

QUANTITIES AND DESCRIP

TERRITORIES AND NAMES OF AGENTS.	Area under Licence.	Saw Logs. (A Standard is 200 feet B. M.)				Oar Logs.
		White Pine.		Other.		
	Square miles.	Pieces.	Stnds.	Pieces.	Stnds.	Pieces.
Ottawa Agency— A. J. Russell, Agent	7,199	1,569,367	1,092,918	8,815	4,687	4,161
Belleville Agency— J. F. Way, Agent	1,875	1,249,536	629,467	21,093	8,164	.....
Western Timber District	6,538	1,148,689	746,290	220	99	.....
Total	15,612	3,967,592	2,468,675	30,128	12,950	4,161

GENERAL STATEMENT OF

QUANTITIES AND DESCRIP

TERRITORIES AND NAMES OF AGENTS.	Railway Ties.	Birch, Hemlock and Spruce.		Butternut and Basswood.		Cordwood.	
	Pieces.	Pieces.	Feet.	Pieces.	Feet.	Hard. Cords.	Soft. Cords.
Ottawa Agency— A. J. Russell Agent	49,512	B 1 H 5	63 243	Bt 80 Bd 18	2,748 649	.....	.....
Belleville Agency— J. F. Way, Agent	26,070	H 629	27,763	.....	.....	.....	.....
Western Timber District	14,676	.....	.....	.....	.....	394 Tan	260 Bark 36
Total	90,258	H 634 B 1	28,006 63	Bt 80 Bd 18	2,748 649	394 Tan	260 Bark 36

G. B. COWPER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1881.

No. 9.

FORESTS.

Rent and Bonuses, during the year ending 31st December, 1881.

TIONS OF TIMBER.

White Pine.		Red Pine.		Boom and Dimension Timber.		Elm, Ash, Maple, Cherry and W. Wood.		Oak.		Tamarac.	
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Stnds.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
80,371	4,130,163	41,350	1,463,282	58,985	57,525	E 33 A 325 M 2	922 13,923 91	47	1,169	109	3,958
3,536	195,379	8	324	18,016	16,075	A 485 E 71 WW 2	21,288 2,107 91	24	916	5	180
9,612	521,672	400	18,077	12,178	23,343	..... A 90 E 17	..... 3,532 804	1800 Staves 40 Ship's knees O 114	 4,200	3	137
93,519	4,847,114	41,758	1,481,683	89,179	96,943	A 900 E 121 M 2 WW 2	38,743 3,833 91 91	O 185 1800 Staves 40 Ship's knees	6,285	117	4,275

TIMBER, ETC.—*Continued.*

TIONS OF TIMBER.

Binders' Piles.	Bolts.	Posts.	Ground Cedar.	Telegraph Poles.	Amounts Accrued.				
Pieces.	Cords.	Cords.	Feet.	Pieces.	Trespass, etc.	Timber Dues.	Ground Rents.	Bonus.	Total.
					$ c.	$ c.	$ c.	$ c.	$ c.
P 5,971 B 800	40	94¾	8,112	1,038	2,913 79	246,689 56	14,550 66	4 00	264,158 01
208	8	1,603	373,321	180	1,766 75	103,443 19	4,280 00	56 76	109,546 70
.....	2,645	587	.....	40	5,182 04	125,560 44	16,451 75	17,040 10	164,234 33
P 5,999 B 800	2,693	2,284¾	381,433	1,258	9,862 58	475,693 19	35,282 41	17,100 86	537,939 04

THOS. H. JOHNSON,

Assistant Commissioner.

APPENDIX No. 10.

Woods and Forests.

Statement of Revenue collected during the year ending 31st December, 1881.

	$ c.	$ c.
Amount of Ottawa collections, A. J. Russell	204,652 34	
" " McL. Stewart	65,338 63	
		269,990 97
Amount of Belleville collections, J. F. Way	85,407 67	
" " McL. Stewart	3,017 11	
		88,424 78
Amount of Western Timber District collections at Department	150,330 28	
" " " McL. Stewart	9,616 17	
		159,946 45
		518,362 20
Amount paid in on account of Timber Limits sold 6th December, 1881		321,354 66
		839,716 86

THOS. H. JOHNSON,
Assistant Commissioner.

G. B. COWPER,
Chief Clerk in Charge.

Department of Crown Lands,
Woods and Forests Branch,
Toronto, 31st December, 1881.

APPENDIX No. 11.

LIST of Crown Timber Agents in the Province of Ontario, their Assistants, Names of Territories, Residences, Dates of Appointments, and Salary allowed to each for his Services, during the year ending 31st December, 1881.

Names of Terrritories.	Names of Agents and Assistants.	Residence.	Date of Appointment.	Salary per annum up to 1st July, 1873	Salary per annum from 1st July, 1873.	REMARKS.
				$ c.	$ c.	
Upper Ottawa.....	A. J. Russell, Agent	Ottawa City...	1846, June	2,000 00	2,600 00	The Crown Timber Office, Ottawa, acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada, in the collection of slide-dues; the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	C. S. McNutt, Assistant.....	" ..	1858, April 13....	1,400 00	1,800 00	
	J. Ritchie, Clerk.....	" ..	1864, June 23....	1,000 00	1,400 00	
	A. J. Russell, jr., Draughtsman	" ..	1867, April 1	700 00	1,200 00	
	E. T. Smith, Clerk	" ..	1864, June 23....	650 00	1,000 00	
	J. Jackson, Messenger.....	" ..	1871, August 1. .	300 00	300 00	
	J. McDonald, Deputy Slide-master and Chief Timber-counter.	" ..	1846, May 8	85 00	*	Additional to his salary of $535 per annum from the Department of Public Works, Ottawa.
	James Steen, Timber-counter ..	" ..	1861, May 27 ...	$2 per diem.	$2 per diem.	During season of navigation.
	John Redmond, Assistant and Boatman	" ..	1872, March 1 ...	"	"	" "
Belleville Agency.....	Joseph F. Way, Agent.....	Belleville ...	1854, May 6	1,440 00	1,440 00	
	J. A. G. Crozier, Clerk	" ..	1867, December 1.	500 00	500 00	
Collector at Quebec...	McLean Stewart, Collector.....	Quebec.....	1845, September 27	2,000 00	2,000 00	The remarks in connection with the Crown Timber Office, at Ottawa, respecting salaries, apply to the Collector's Office at Quebec.
	John McKay, Assistant	"	1864, June 1....	1,200 00	1,200 00	
	William Miller, Clerk.....	"	1872, November 7	1,000 00	1,000 00	

*The Local Governments of Ontario and Quebec to pay Deputy Slide-master $150 each, in addition to amount paid by Public Works.

G. B. COWPER,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1881.

APPENDIX No. 12.

RETURN of the number of locatees and of acres located; of purchasers and of acres sold; of lots resumed for non-performance of the settlement duties; and of patents issued—under the "Free Grants and Homesteads Act"—during the year 1881.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of lots, the locations of which have been cancelled.	Number of Patents issued.
Baxter	Muskoka	Theodore C. Taylor, Bracebridge	.....	.....	.....	.....	.....	.....
Brunel			4	576	2	2½	3	25
Chaffey			11	1,517½	.....	.....	20	20
Draper			11	1,312	2	93	9	16
Franklin			12	1,614	1	2	8	.....
Macaulay			3	457	2	16	7	13
Medora			16	2,503	2	285	31	9
Monck			5	730	.....	.....	4	3
Morrison			8	1,220	2	140	8	3
Muskoka			4	730	.....	.....	11	6
McLean			6	744½	3	17	8	11
Oakley			18	2,210	3	160	24	1
Ridout			3	391	1	52	1	5
Ryde			12	1,378	2	27	11	16
Sinclair			42	7,043	6	213	5	.....
Stephenson			5	557	1	99	6	21
Stisted			13	1,592	16	436	11	14
Watt			12	1,565	2	173	17	5
Wood			12	1,810	.....	.....	4	2
Cardwell	Parry Sound	Mrs. Theresa Mackay, Parry Sound	8	1,553	1	13	9	4
Carling			10	1,832	2	8	20	3
Christie			8	1,202	.....	.....	8	5
Fergusson			2	298	1	89	4	4
Foley			6	694	1	91	6	6
Hagerman			1	187	.....	.....	2	5
Humphry			7	868	2	288	6	13
Monteith			6	868	1	100	18	.....
McConkey			.....	.....	.....	.....	.....	.....
McDougall			10	1,573	.....	.....	15	5
McKenzie			11	1,329	3	308	2	1
McKellar			4	594	.....	.....	9	14
Shawanaga			3	526	1	81	.....	.....
Wilson			.....	.....	2	245	.....	1

Chapman	Parry Sound	S. G. Best, Maganetawan	15	1,684	2	200	18	3
Croft			22	2,726	2	28	12	7
Ferrie			2	276				
Gurd			12	2,242	5	74		
Lount			14	2,153	1	7		
Machar			28	4,567	2	399	6	
Mills								
Pringle			2	386	1	186		2
Ryerson			34	5,323	2	145	32	2
Spence			23	2,981	5	35	31	14
Strong			34	5,864	2	117		
Armour	Parry Sound	E. Handy, Emsdale	28	3,842	5	360	31	1
Bethune			21	3,562	6	61		
Joly			17	2,825	3	20		
McMurrich			29	3,672	1	35	34	4
Perry			22	2,932	3	303	32	6
Proudfoot			9	1,318	4	34	1	
Hardy	Parry Sound	J. S. Scarlett, Nipissingan						
Himsworth			37	6,128½	3	151	3	
Nipissing			38	5,660	4	194	4	1
Patterson			10	1,580	3	49		
Anson	Haliburton	J. W. Fitzgerald, Minden	2	199			3	
Glamorgan			4	413			8	8
Hindon			3	570	1	1		
Lutterworth			8	897			8	9
Minden			8	927	1	1	6	5
Stanhope			1	83			1	1
Snowdon			15	1,710	1	27	8	10
Anstruther	Peterborough	D. Anderson, Apsley	3	403			3	5
Chandos	do		17	2,186	2	62	16	14
Cardiff	Haliburton		6	964	1	25	1	6
Monmouth	do		17	2,392			16	6
Bangor	Hastings	J. R. Tait, L'Amable	1	104				2
Carlow								
Cashel								
Dungannon			12	1,858	1	1	4	7
Faraday			9	1,739	3	43½		2
Herschel			7	748	1	1	5	2
Limerick								
Mayo			3	550			3	2
Monteagle			5	506	1	8	3	7
McClure					1	101½		1
Wicklow			1	100				2
Wollaston			35	4,946				

RETURN of the number of locatees and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of lots the locations of which have been cancelled.	Number of Patents issued.
Abinger	Addington	J. R. Dawson, Ompah	1	100	.....	.....	2	.....
Canonto, South	Frontenac		6	871	.....	.....	.....	.....
do North	do		.....	.....	.....	.....	.....	.....
Clarendon	Addington		5	642	1	4	.....	2
Denbigh	Frontenac		8	980	2	6	.....	1
Miller	do		1	46	.....	.....	.....	.....
Palmerston	do		13	2,049½	.....	.....	5	3
Alice	Renfrew	A. Kennedy, Pembroke	8	899	.....	.....	4	4
Buchanan			9	974	2	138	2	2
Fraser			1	100	.....	.....	.....	1
Head			1	204	.....	.....	.....	.....
Maria			.....	.....	.....	.....	.....	3
Mattawan			2	420	.....	.....	.....	.....
McKay			.....	.....	.....	.....	.....	.....
Papineau			14	3,047	3	552	.....	6
Petewawa			4	385	.....	.....	4	1
Rolph			1	200	.....	.....	2	.....
Wylie			7	682	1	129	2	.....
Pembroke and Mattawan Road			7	948	2	1,352	.....	3
Algona, North	Renfrew	James Reeves, Eganville	3	328	.....	.....	.....	2
do South			15	2,054	2	115	9	6
Grattan			7	857	3	106	4	12
Hagarty			14	1,754	.....	.....	10	12
Richards			.....	.....	.....	.....	2	.....
Sherwood			.....	.....	.....	.....	.....	1
Wilberforce			8	944	.....	.....	1	9
Brougham	Renfrew	John Mahon, Vanbrugh	2	266	.....	.....	.....	6
Brudenell			10	1,054	.....	.....	3	5
Griffith			2	150	.....	.....	.....	2
Lyndoch			3	285	.....	.....	4	2

Matawatchan	Renfrew	John Mahon, Vanbrugh						3
Radcliffe			1	100	2	17	1	2
Raglan					1	100		2
Sebastopol			15	1,755	1	34	5	4
Awères	Algoma	C. P. Brown, Sault Ste. Marie						
Korah			4	520			4	9
Parke			2	327			1	
Prince			4	617			3	4
Plummer	Algoma	J. F. Day, Bruce Mines	5	633	1	169½	2	11
St. Joseph's Island			43	5,239½	8	540	40	6
Oliver	Thunder Bay	Amos Wright, Prince Arthur's Landing	24	3,842½			93	3
Paipoonge								
Blake								
Crooks								
Dawson Road							2	
Total			1,077	153,764	155	8,870	781	487

J. J. MURPHY,
Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

APPENDIX No. 13.

CROWN LANDS AGENCY,
KINGSTON, 31st December, 1881.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

SIR,—Since receipt of your letter of 22nd inst., I have been busily engaged obtaining information regarding minerals, and have learned that the following has been sent to market during the year 1881, viz. :—

Phosphates from	Loughboro' mines, *via* teams to Kingston	2,577 tons.
"	Lots 14 and 15, 5th con. of Oso, *via* Kingston and Pembroke Railway	91 "
"	Bob's Lake mine, Bedford, *via* Kingston and Pembroke Railway	800 "
"	North Burges, *via* Rideau Canal	1,581 "
"	Opinicon Lake mines, S. Crosby, *via* Rideau Canal	340 "
"	Ottawa District, *via* Rideau Canal	1,500 "
"	North Burgess mine, *via* Brockville and Ottawa Railway	30 "
	Total quantity of Phosphates	6,919 "

Iron Ore from	Ottawa District, *via* Brockville and Ottawa Railway	1,200 tons.
"	Perth, " " "	50 "
"	Ottawa District, *via* Rideau Canal	5,421 "
"	Robert's mine, township of Palmerston, *via* Kingston and Pembroke Railway	10,194 "
"	Bedford mines, *via* Kingston and Pembroke Railway	1,410 "
"	Levant mines, " " "	1,869 "
	Total quantity of Iron Ore	20,144 "

Besides the above the following quantities of Iron Ore have been got out, and now lie at the several mines awaiting transportation, viz. :—

Bethlehem Iron Co.'s mine,	township of	Levant, say		6,000 tons.
Boyd, Caldwell & Co.'s	"	"		4,000 "
W. C. Caldwell's	"	"		1,000 "
Glendower	"	"	Bedford	600 "
		Total quantity of Iron Ore mined, but not marketed		11,600 "

The export value of Iron Ore at this port is $3 per ton, and of Phosphate $13.50 per ton.

I may state the Kingston and Pembroke Railway Co. expect to bring over their road largely increased quantities of minerals during the coming year. The Bethlehem

Iron Company of Pennsylvania, now working one of the Levant mines, have entered into contract with the Kingston and Pembroke Railway Co. for the freightage of 10,000 tons of ore annually for twenty years, and expect much more will be got out. This road is now constructed to the Levant mines, and will be ready for traffic as soon as the Government Inspector reports upon it.

Messrs. Boyd, Caldwell & Co. and W. C. Caldwell, of Lanark, have also made contracts with the Kingston and Pembroke Railway Co. for the transport of large quantities of Iron Ore from their mines in the Levant Township.

There has been expended at the Robert's mine, township of Palmerston, about $75,000; at the Levant mines about $40,000; and at the Glendower mine, township of Bedford, say, $60,000.

In the township of Lanark are several mines of Iron and Phosphate, but owing to the want of railway communication, they remain undeveloped.

The Kingston Charcoal and Iron Company, which was organized this year, is now engaged in the construction of works at Sharbot Lake, township of Oso, for the manufacture of charcoal, having in view ultimately the establishing of smelting works, in which the charcoal produced will be utilized. These works are on the principle known as the "Mathieu patent," which consists of the carbonization of the wood in retorts, by which means the volatile matters are saved, and various by-products obtained which will find a ready market. The company have expended about $13,000, and hope to have the works in operation early in February next.

Your obedient servant,

R. Macpherson,

Crown Lands Agent.

APPENDIX No. 14.

Madoc, December 29th, 1881.

Hon. T. B. Pardee,
Commissioner of Crown Lands, Ontario,
Toronto.

Sir,—It has occurred to me that it might not be uninteresting for you to know the progress made in mining affairs for the past year in Central Ontario, and having been actively interested in this pursuit, I give you the result of my knowledge and observations on the subject.

I would state that the village of Madoc has increased very largely in wealth and population on account of the activity of the mining industry in its adjacent vicinity. From the purchase by capitalists of several properties in its immediate neighbourhood, the erection of works thereon, and the employment of skilled and unskilled labour in these undertakings, the merchants and traders of Madoc have derived a very considerable business, which has been both constant and profitable. One of these mining industries is the Consolidated Gold Mining Co., who are the successors of and purchasers from the Gatling Mining Co. The men at the head of this enterprise reside in New York City, and before purchasing this property took every precaution to satisfy themselves of its value. Shafts have been sunk to the depth of 214 and 100 feet respectively, showing in both instances a vein of mispickel ore on the bottom, of from eight to ten feet in width. A hundred stamp mill is about completed, and also a residence for the manager, as well as dwellings for the miners and other operatives. These, with the workshops, give the place the appearance of a good-sized village. There is a large quantity of ore in stock above ground, awaiting the completion of the mill, and it is supposed to run about $12 per ton. I should say about 100 men were continuously employed. The success attending the working of this mine will have a great deal to do with the opening of similar locations of ore in this section. On account of the peculiar treatment the ore requires, a great deal of delay has taken place for experimental purposes, but it is now said, and has been current for some time, that the difficulties have been overcome, and in consequence, matters here are being pushed more vigorously, and with much better prospects of success than heretofore.

The Dufferin Mine

during the past year has changed hands, it having, along with the Nelson Mine, been sold at a large figure to the Bethlehem Iron and Steel Works, of Bethlehem, Pa., and the Cambria Iron Co., of Johnstown, Pa. Work is being vigorously prosecuted on this property, with a view of fully developing it. Shafts have been sunk to the depth of 80 feet on the main ore bed, showing continuous ore with fine prospects at the depth reached. Openings have been made during the explorations, from which 5,000 tons of very choice ore have been brought to the surface, and placed in stock pits ready for shipment.

It is the intention of the company to prosecute mining operations until they have secured a connection with the railway which will permit them to ship on more favourable terms than at present. The mining of the surface outcrop alone will fully occupy a very large number of hands, and when fully opened up it is expected to give employment to over 500 men.

The Cameron Mine

is now the property of the Cleveland Rolling Mill Co., of Cleveland, O. This lode is a continuation of the Dufferin Mine, and is promising to make a very large bed of ore. As it has lately been purchased no operations have been entered on, the proprietors intending to commence its development early in the spring. The above two properties have been retarded in a great measure by want of railway facilities. This difficulty will be overcome, as arrangements have been made to have a branch constructed to them from the main line of railway at an early date. The yield of metallic iron is 69 per cent., and the analysis of the ore shows it to be free from all injurious substances, which makes it a No. 1 Bessemer steel ore.

The Hudson Mine

is on the same range as the preceding, and from want of transportation facilities the ore taken out is lying in stock at the mine until the road is completed. A large amount of work has been done on this property, opening up a fine bed of ore, yielding from 68 to 70 per cent. metallic iron.

The Wallbridge Hematite Iron Mine.

The lease of this mine was purchased from Cox, Mitchell & Co., along with the fee simple of the Dufferin Mine by the Bethlehem Iron-Steel Co. It has been worked continuously for the past two years with very satisfactory results. The output for the past six months has been upwards of 20,000 tons. The ore is shipped to Belleville daily, where it is now stocked waiting the opening of navigation for shipment to the company's works at Bethlehem, Pa.

The ore is used for making Bessemer steel, and is fit for the manufacture of fine cutlery. It is gving very great satisfaction to the company using it, as it is a superior grade to any of this class of ore now obtainable in the United States. It stands the blast in the furnace equal to a hard specular ore, and keeps up to the standard of about 64 per cent. of metallic iron. The mine is equipped with elevated hoisting gearing, and tramway running from the shafts to the pockets from which the cars are filled on the side of the railway track, the latter having been built to the mine within the past six months.

In the townships of Tudor and Wollaston several new discoveries have been made of magnetic iron ore beds of immense size and superior quality. The Baker Mine has been explored with very gratifying results. The analysis showed

Ferrous oxide	29.18
Ferric oxide	64.95
Titanic acid	none
Phosphorus	a trace
Sulphur	0.13
Silicious rock matter	5.66
Metallic iron	68.16

The Emily Mine

is a new property, which bids fair to rival, if not distance, some of its competitors. The ore is soft, black, strongly magnetic, of fine granular and porous texture. The analysis of this ore, by Prof. Chapman, is as follows :—

Ferrous oxide	28.32
Ferric oxide	63.24
Chromic oxide	a trace
Titanic oxide	none
Phosphorus	barely a trace
Sulphur	0.02
Silicious rock matter	8.36
Metallic iron	67 per cent.

The Louise Mine.

The main outcrop of ore of this mine occurs upon a thickly-wooded slope, and indicates a very large supply, traceable by openings for a length of 1,400 feet. The analysis shows this ore to yield 62 per cent. of metallic iron.

The Wollaston Mine

has been stripped and mining commenced. Perhaps it would not be saying too much to mention that this mine is one of the most valuable in the Province, being fully half a mile in length, with ore exposed by work done showing a width of from 40 to 75 feet. The ore is almost as soft as a hematite ore, and in consequence easily moved and smelted. Various analyses of this ore have been made by furnacemen on the other side, who have pronounced it to be equal to anything on the continent. During my recent trip to England, the samples of ore from this mine which I took with me attracted great attention ; their purity and softness being a great surprise to ironmasters there. The result of this trip, by introducing Canadian ores to the English markets will, I trust, prove satisfactory.

It is the intention of proprietors of mines in the back townsnips to prosecute work vigorously during the winter months, in anticipation of railway expansion at an early day.

I have reason to believe that the iron business in this section is increasing in extent and importance, and will yet prove one of the chief factors of the Province's prosperity. Americans are very anxious to get our ores, and have of late been very persistent in their inquiries after supplies for their furnaces From new features of the gold industry there promises to be a revival of interest with good results in auriferous quartz and mispickel ores.

Yours respectfully,

William Coe.

APPENDIX No. 15.

STATEMENT of Crown Lands Surveys, completed and closed during the year 1881.

No.	Date of Instruction	NAME OF SURVEYOR.	Description of Survey.	Amount Paid.	No. of Acres.
				$ cts.	
1	7th May, 1880..	James W. Fitzgerald	Residue of townships of Hardy and Patterson.....	287 00	64,100
2	7th May, " ..	Lawrence Tallan..... ...	Residue of townships of Gurd, Himswerth, and Nipissing	664 02	59,486
3	12th May, " ..	George Brockett Abrey.....	Township of McMahon	630 65	23,295
4	18th May, 1881..	Thomas Byrne.....	Township of Bonfield	3,791 34	54,162
5	18th May, " ..	David Beatty.....	Township of Boulter.....	3,502 24	50,032
6	18th May, " ..	Lawrence Tallan	Township of Calvin.....	2,625 42	37,506
7	18th May, " ..	Frank Purvis.....	Township of Lauder	2,615 88	$37,369\frac{7}{100}$
8	18th May, " ..	James Dickson	Township of Hunter	3,517 36	50,248
9	18th May, " ..	Lewis Bolton.....	Township of Scarfe	1,674 91	$23,927\frac{41}{100}$
10	18th May, " ..	Silas James	Residue of townships of Cobden and Patton....	2,143 26	30,618
11	21st May, " ..	James K. McLean.....	Township of Long.....	1,492 12	21,316
12	21st May, " ..	Clemens D. Bowman	Township of Striker.....	1,691 13	24,159
13	21st May, " ..	Elihu Stewart.....	Township of Mack.....	1,719 48	24,564
14	15th August, 1877	James K. McLean	Examining and planting posts at certain lots in township of Muskoka	32 00	
			October 13th, 1881, paid J. D. Irwin duty and express charges on Maps.	20 95	
			October 19th, 1881, paid Calvin M. Smith for maps of Huron and Ottawa Territory	100 00	
			November 19th, 1881, paid C. Potter for drawing instruments.	7 80	
			November 28th, 1881, paid Copp, Clark & Co. for lithographing Township maps.....	192 50	
			December 13th, 1881, paid Rolph, Smith & Co. for lithographing township maps.....	165 00	
				26,873 06	$500,783\frac{16}{100}$

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1881.

APPENDIX No. 16.

STATEMENT of Crown Land Surveys in progress and amounts advanced thereon up to date.

No.	Date of Instruction.	NAME OF SURVEYOR.	Description of Survey.	Amount Advanced.
				$ c.
1	18th May, 1881	James W. Fitzgerald	Township of Wilkes	3,300 00
2	21st May, 1881	H. R. McEvoy	Township of Field	1,400 00
3	21st May, 1881	M. J. Butler	Township of Badgerow	1,500 00
4	31st May, 1881	Alexander Niven	Certain base and exploration lines north of Lake Nipissing	3,600 00
5	28th July, 1881	Elihu Stewart	Block of land in rear of Village of Sault Ste. Marie	Nil.
6	3rd October, 1881	R. W. Hermon	Examination of surveys of certain townships	300 00
7	15th Jan., 1869, & 21st Oct., '72	Henry Creswicke, jr.	Part of the Township of Sunnidale	500 00
			October 10th, 1881, paid G. B. Kirkpatrick, travelling expenses, *re* Sunnidale survey	20 00
	Total			10,620 00

These surveys have been completed in the field, but returns received too late for examination this year.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

APPENDIX No. 17.

STATEMENT of Work performed in the Survey Branch during the year 1881.

No.

1.—17 Instructions and Letters of Instructions for Surveys prepared and entered.

2.—14 Crown Surveys examined, completed and closed.

3.—14 Surveyors' accounts for surveys audited and closed.

4.—12 Reports to Council relative to Municipal Surveys drawn up and entered.

5.—11 Instructions for Municipal Surveys prepared and entered.

6.—4 Municipal Surveys examined and confirmed.

7.—10 Plans of Mining Locations examined.

8.—117 Plans of Private Surveys examined.

9.—39 Plans to accompany Instructions prepared.

10.—585 Plans compiled and copied.

11.—570 Letters relative to Surveys prepared, written and entered.

12.—64 Letters relating to Mining prepared, written and entered.

13.—2,034 Pages of Field Notes, etc., copied.

14.—69 Railway Plans and Books of Reference examined and certified.

15.—1,364 Patents issued during the year ending 31st December, 1881.

NOTE.—The foregoing Statement does not account for the time spent in furnishing information to parties applying personally at the Survey Branch, who are unable to obtain the information they require without assistance; much careful research into the old correspondence, plans, field notes, and other documents, being necessary in order to ensure reliability in the information given, which is frequently used as legal evidence in Courts of Law in disputed cases.

THOS. H. JOHNSON,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

APPENDIX No. 18.

STATEMENT of the Names of Candidates who have passed their Examinations before the Board of Examiners of Land Surveyors for Ontario, during the year 1881.

PRELIMINARY CANDIDATES PASSED.

William King Macdougald.
John Little Hislop.
Thomas Thane McVittie.
Charles Richard Wheelock.
George Joseph Ratcliffe.
Abraham Joseph Halford.
James Lewis Morris.
Herbert Mahlon Burwell.
James Hobbs.
James Henry Kennedy.

FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

Thomas Faucett, Uffington.
Richard Cotsman Wright, London.
Robert Francis West, Orangeville.
William Robinson Reilly, Wardsville.
Charles Frederick Cox, London.
Charles Albert Jones, London.
Charles Henry Davis, Merrickville.
George Smith, Jr., Orillia.
Haldane Hincks Stephens, Owen Sound.
Junius Arthur Maddock, Toronto.
Edward Bazett, Midland.
Arthur Oliver Wheeler, Collingwood.
Willis Chipman, Brockville.
Charles Alexander Magrath, Aylmer, Q.

The Board of Examiners of Land Surveyors, for Ontario, meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of January, April, July, and October, in every year, unless such Monday be a holiday (in which case it meets on the day next thereafter, not being a holiday). Section 6, chapter, 146, Revised Statutes of Ontario.

PRELIMINARY EXAMINATION.

All persons, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects, viz.:—Vulgar and Decimal Fractions, Extraction of Square and Cube Root, Practical Geometry, Euclid, Plane and Spherical Trigonometry, Mensuration of Superficies, and the use of Logarithms; correct Spelling and good Writing required.

FINAL EXAMINATION.

Final Candidates, before obtaining a License to practise, undergo a strict and searching examination before the Board of Examiners, as to their proficiency in Euclid; Plane and Spherical Trigonometry; Calculations of Areas by means of the Traverse Tables, etc.; Laying out and Dividing up of Land; the adjustment and use of the Transit or Theodolite; Astronomy, including the calculations necessary to determine the Latitude by meridian altitude of the sun, moon, or stars, or by double altitutes; Method of determining Time; of finding the time when any star passes the Meridian, with the time of its Elongation, Azimuth Angle, and Variation of the Compass; the Method of Keeping Field Notes; Drawing up Descriptions by Metes and Bounds for insertion in Deeds; taking Affidavits in the matter of Disputed Boundaries; the Law regulating Surveys; Geology; and also as to their proficiency as Draughtsmen.

THOS. H. JOHNSON,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

SURVEYORS' REPORTS.

(*Appendix No. 19.*)

DISTRICT OF NIPISSING.

Township of Calvin.

Peterborough, Ontario,
10th December, 1881.

Sir,—In accordance with instructions from your Department, dated 18th May, 1881, for the survey of the township of Calvin, after making the necessary preparations, I proceeded to that locality.

Commencing at the intersection of the line between concessions eight and nine of Papineau, with the western boundary of that township, I ran on a bearing S. 69° 08′ 20″ W. astronomically, carrying along as much of my work as I conveniently could. Turning at the line between lots thirty and thirty-one, I ran N. 20° 51′ 40″ W. Again turning at the line between concessions eight and nine, I ran easterly, completing the survey.

The township of Calvin has been traversed by repeated and severe fires. So well have the flames done their work that, with the exception of an insignificant portion, scarcely a vestige of the original timber remains. In its place has sprung up a dense second-growth of birch, poplar, cherry, etc.

The southern portion of the township and some of the north-east corner are good—the surface is either level or undulating in long and gradual slopes. The soil consists of clay, clay-loam, and sandy loam. There are a few large farms which, although they have evidently received but poor attention, still continue to give good crops of hay, oats, etc. There is no doubt the fire has consumed much of the richness of the soil, but care and culture will restore it, while the ease with which the land can be cleared must be taken as an important offset. The country is admirably adapted for cattle raising, there being excellent pasturage through the woods, while the beaver-meadows are both large and numerous.

The northern portion of this township, especially in the neighbourhood of the lakes and Mattawan River, is utterly unfit for settlement, being mountainous, rugged, and sterile to a degree; the hillsides are covered with sharp broken boulders, while the more level portions are bald rock.

The geological formation is chiefly gneiss and sandstone, with no trace of mineral that I could discover; neither did the needle shew any disturbance worthy of record.

The country is abundantly supplied with springs and small spring creeks. The principal streams are the Pautois Creek and Amable du Fond; the former flowing into the latter is insignificant in itself, but is rendered important by the numerous slides and dams erected by the Messrs. Hurdman & Co. The Amable is much larger, and within some miles of its mouth is alternate lake and river. On it many costly dams and slides have been erected by Mr. Wm. Mackey, of Ottawa, who owns valuable limits further up the river. Both these streams are the watery highways by which a large quantity of

timber is annually floated to the Mattawan, and thence to the Ottawa. At present there are but few settlers, but doubtless numbers will flock in, now that the Canada Central Railway has pierced the country. It is proposed that before the end of the year trains shall be running to Mackey's Mill, at the head of Crooked Chute Lake. At this point this gentleman has erected a saw-mill, which is in full operation. This is only a forerunner of a very large one to be built in the spring, with the view of sawing lumber for exportation by rail. Mr. Mackey also intends erecting a grist mill for the convenience of settlers.

Farther down the river a saw-mill is being put up by Mr. Bonfield, M.P.P., which will be running in the spring, also intended for sawing and exporting lumber.

Altogether matters look bright for the settlement of this section of the country.

Taking a low estimate, I consider sixty per cent. of Calvin fitted for agricultural, and a much larger for grazing purposes.

I have the honour to be, Sir,
Your obedient servant,
LAWRENCE TALLAN,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 20.*)

TOWNSHIP OF HUNTER.

FENELON FALLS, ONTARIO,
1st December, 1881.

SIR,—I have the honour to report that, in compliance with your instructions, dated 18th May, 1881, I have made a survey of the township of Hunter, in the District of Nipissing, and beg to submit the following report, as also my field notes and plan of the same:—

In proceeding to the field, I ascended the North River as far as the north boundary of the township of Peck, on Joe Lake, *cacheing* my provisions at a portage on the west side of the north bay of this lake, and, after moving my camp west on said boundary to where I estimated the line between lots fifteen and sixteen would start, I measured easterly from the south-east corner of the township of McCraney, making each lot twenty chains wide, leaving one chain for a road between every fifth and sixth lot, and established the starting point of the line between lots fifteen and sixteen. At this point, I, on the night of the 8th July, took an observation on the eastern elongation of Polaris, and next day started this line on an astronomical course N. 20° 51′ 40″ W. My reasons for running this line first were to ascertain if there were any lakes or rivers that might be utilized in forwarding my supplies. After running the first one hundred chains, I moved camp to Soft Lake, and from thence produced the line to the north side of Potter Lake, and ran also the line between concessions two and three to the east side of Joe Lake, on an astronomical course N. 69° 8′ 20″ E., and west to the line between lots ten and eleven, and the line between concessions four and five to the line between lots twenty and twenty-one, and this latter line across the first four concessions. I then moved camp west, on the line between concessions two and three, to the line between lots ten and eleven, and north on said line to the line between concessions twelve and thirteen, running, as I went, all the intervening lines to west boundary, and east to the line between lots twenty and twenty-one, and also the lines between lots five and six and fifteen and sixteen. I did not move my main camp any further north, but, after producing ten and eleven to the north boundary, took a flying camp to that point and ran the boundary to west boundary, and east to Misty Lake.

I then, after running the line between concessions twelve and thirteen to west boundary and finishing the line between lots five and six, moved east on this line to the

line between lots thirty and thirty-one, running, as I went, the intervening side lines and the north boundary. I then moved south on this line, running, as I went, the remainder of the concession and side lines, and the east boundary, finishing in the south-east corner, and traversing the lakes as I went along.

I should say that at least four-fifths of the land in Hunter, west of the line between lots fifteen and sixteen, is fit for settlement, also on the south boundary east of the line between lots thirty and thirty-one, and on the line between concessions eight and nine as far east as lot thirty-two, while the line between concessions twelve and thirteen is nearly all good land; along the north boundary the soil is mostly good sandy loam, the country undulating, with occasional high hills and a few bluffs. I should say, upon the whole, that between forty and fifty per cent. is well adapted for settlement.

The western part of the township is nearly all hardwood, with some scattering large white pine and occasionally small groves of the same timber. The hardwood consists of black birch, maple, and beech. The birch is the largest and finest quality I have ever seen, and in some places the maple is also large and of a good quality. In the eastern part the timber is more mixed, there being a good deal of hemlock, small cedar, and balsam, with a dense undergrowth of small brush, hazel, etc., over nearly the whole of the township. A small part near the east boundary has been run over by fire some eight or ten years ago, and the timber nearly all destroyed. I have shewn the burnt part on the timber map. On this a dense growth of white birch, poplar, and maple is growing up. The fire has penetrated the township from the east.

The part of the township east of the line between lots fifteen and sixteen, and south of a line drawn easterly from McIntosh Lake, will make a valuable timber limit, the pine especially around Joe Lake being of a large and superior quality, and of easy access to navigable water.

The township is well watered by lakes and creeks of the purest water. The northern part is drained by the Petewawa River, which is here a small stream, and the southern part by the Muskoka River, which is here also a small stream, but quite capable, owing to the number of lakes which empty into it, of being made navigable for timber and logs. Island Lake, I was informed by a trapper, is some six or seven miles long, and is evidently the source of the Muskoka River. It is divided from White Trout Lake on the Petewawa by a portage of only a few chains. The small lake on lots six and seven in the second concession is the most easterly source of the East River. The lakes all abound as usual with speckled and salmon trout, and the woods with moose and red deer.

The township is altogether Laurentian, the rocks granite and gneiss. I found no limestone, nor any trace of minerals.

I should say the easiest way of getting into the township of Hunter for settlement, is through the township of McCraney, which is now being settled up, and the best land is adjacent to that township.

I have the honour to be, Sir,
Your obedient servant,
JAMES DICKSON,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 21.*)

TOWNSHIP OF BOULTER.

PARRY SOUND, ONTARIO,
30th August, 1881.

SIR,—I have the honour to report that under instructions received from your office, dated 18th May, 1881, to sub-divide the township of Boulter, I proceeded to the said township immediately on receipt of the said instructions, and commenced my survey by

brushing out and chaining the east boundary of the township of Chisholm through the first eight concessions. I then observed Polaris on the morning of the 13th June, on said boundary, at concession line two and three, and ran said line N. 69° 08′ 20″ E., and using said line for a base for my work on the south side of the township. I carried the work in the first six concessions eastward to the east boundary, which I ran N. 20° 51′ 40″ W., under repeated observations to the south boundary of the township of Bonfield, which had been run by Provincial Land Surveyor Byrne. I then carried my work westward, using concession line ten and eleven for my base, and completing the survey as I went.

About one-third of the township of Boulter has been burnt over, and the timber entirely destroyed, and is now grown up with scrub. Where the timber had been principally pine, the second growth is poplar; and where hardwood, it is grown up with cherry and hardwood brush. That part of the township which has not been burnt over is timbered principally with pine and hardwood.

The face of the country is very much broken with high rolling hills and small swamps and numerous small creeks, but not so many small lakes as there are through the country further south.

The soil is generally light and sandy, and in many places stony, but differs from the country further south in the absence of exposed rock on the higher hills, which are all well timbered.

The greater part of the township has been lumbered over, and there appears to have been a great deal of square or board timber taken out. The south-eastern portion of the township is drained by the Amable du Fond River, and the balance by the Nasbonsing River, the headwaters of which are a chain of lakes passing through about the centre of the township from east to west. The river passes out of the township near the north-west corner; thence north-westerly through the township of Chisholm into Nasbonsing Lake.

I have the honour to be, Sir,
Your obedient servant,
D. Beatty,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 22.*)

Township of Bonfield.

Sarnia, Ontario,
15th October, 1881.

Sir,—I have the honour to report that, in accordance with your instructions, dated the 8th May, 1881, I have completed the survey of the township of Bonfield into farm lots.

Commencing at the south-west corner of the township, being the south-east angle of lot number twenty-nine in the fifteenth concession of the township of Chisholm, I chained north along the west boundary one hundred chains to the line between the second and third concessions. After taking observations, I ran concession line two and three on a course N. 69° 08′ 20″ E., astronomically, making it the base of the survey, laying off the various side roads and concession lines, as shewn on the accompanying plan and field notes, and in accordance with the instructions.

About seventy per cent. of this township is good agricultural land, the best lying between concession lines four and five and the Kaibuskong River—the soil being principally clay loam—the greater portion of this tract being already taken up by settlers. Some very fine tracts of land were found north of Lake Nasbonsing and Kaibuskong River. Lots one to eight in concessions eight to twelve form a good tract of land, the soil being clay and sandy loam. The northern point lying between Pine Lake and the Mattawan River is also a fine tract of land, the soil being principally clay loam.

About five thousand acres in the south-east part of the township, as shewn on the timber maps, have been burned, leaving only the dead trunks of trees standing; over this a dense growth of poplar, cherry, etc., is growing up. To the north of this, and south of concession lines six and seven, the timber is birch, maple, hemlock and pine; the most valuable portion of the pine being taken away in square timber and sawlogs. The balance of the township, about two-thirds, has been several times overrun by fire, leaving only a few patches of green woods; the burned portion being covered with poplar, cherry, white birch, etc.

The township is well watered by numerous springs and small streams. The Kaibuskong River, passing through the central portion of the township from Lake Nasbonsing to Lake Talons, and the Mattawan River, forming the north boundary, being the principal streams. The principal lakes are Nasbonsing, Talons, Pine, and Turtle Lakes.

The general face of the country is undulating. Access to the township is at present by the Mattawan River; but the Canada Central Railway, at present in course of construction through this township, will soon afford ample means of access. There are at present sixty to seventy actual settlers in the township, with clearings from one to one hundred and sixty acres, as per inspection return.

I have the honour to be, Sir,
Your obedient servant,
THOS. BYRNE,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 23.*)

DISTRICT OF ALGOMA.

TOWNSHIP OF SCARFE.

LISTOWEL, ONTARIO,
December 8th, 1881.

SIR,—I accordance with your instructions, dated 18th May, 1881, I proceeded by rail to Collingwood; thence by steamer to Blind River; thence by canoe to the north-east angle of the township of Cobden, at which point I commenced the survey of the township of Scarfe. After taking an observation of Polaris, I ran the boundary between the townships of Scarfe and Mack due north, astronomically, leaving each concession a depth of eighty chains. I ran the side lines at right angles to this boundary eighty chains apart, leaving each lot a frontage of forty chains, excepting lot twelve in each concession, which has a greater width on account of the east boundary of the township Patton having a slightly different bearing to the general bearings of the side lines in this township. Each concession has a uniform depth of eighty chains, excepting the first concession, which has a greater depth going westerly on account of the north boundary of the township of Cobden having a different bearing from the general bearings of the concessions of this township.

The soil in this township is sand, with but little loam; very barren and totally unfit for cultivation.

The timber is chiefly spruce, tamarac, cedar, and pine; some maple, birch, and oak. The spruce and tamarac in many places are very thick, and of the right dimensions for railway ties. There is very little pine of any commercial value, it being very scrubby and stunted. The Norway pine is too small to be of much value. The maple and black birch will make good lumber for the manufacture of furniture, being large and thrifty. The oak is of but little value, being short and scrubby. The cedar is small and rotten-hearted. No ash or elm of importance.

The principal rock is trap, a few boulders of granite, and a few of conglomerate are found. Gray slate crops out on Lake Chiblow in one or two places.

I did not find any minerals of any importance, but saw two or three small veins with traces of iron pyrites in them ; but not of any value.

The water in the lakes and streams is very pure and good, but soft. In some of the lakes it is very limpid—especially in Medindunada and Clear Lakes.

Fish are not very abundant. Pike, pickerel and bass are the chief kinds. In some of the lakes trout and whitefish are caught, but late in the season.

I might say in plain terms, that this township will be of but little value for agriculture or timber products; the general surface is very rough and broken, and in some places may be termed mountainous.

I have the honour to be, Sir,
Your obedient servant,
LEWIS BOLTON,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 24.*)

TOWNSHIP OF LONG.

MOUNT FOREST, ONTARIO,
1st November, 1881.

SIR,—I have the honour to submit to you my report on the survey of the township of Long, in the District of Algoma, surveyed under instructions from your Department, dated 18th May, 1881.

This township is situated north of Lake Huron, and is bounded as follows :—On the east by the township of Spragge, surveyed in 1861 by Provincial Land Surveyor Unwin; on the north by the unsurveyed township of McGiverin ; on the west by the newly-surveyed township of Striker, surveyed this season by Provincial Land Surveyor Bowman ; and on the south by the waters of Lake Huron.

As instructed, I commenced the survey by carefully retracing the western boundary of the township of Spragge, and after measuring the proper distance north along this boundary, I laid off the line between concessions two and three, running it due west, leaving the concession fronting on Lake Huron of an irregular depth, and making concessions three, four, five, and six of the regular depth of eighty chains, and the lots of a width of forty chains each, containing three hundred and twenty acres. I ran the side lines due north and south eighty chains apart, and the concession lines due east and west. I found considerable trouble in retracing the west boundary of Spragge, owing to the length of time since it had been run, and also to the country having been burned over since the survey, and now grown up with a thick growth of poplar and birch underbrush. I also retraced the boundaries of Mining Location X and Mining Locations A and B, as well as the westerly limit of the mill location of Algoma Mills.

Nearly the whole of this township, with the exception of about fifteen hundred acres at the north-westerly angle and a strip or fringe between Lauzon Lake and Lake Huron at the south, has been completely destroyed by fire, and is now growing up with a thick growth of poplar and birch underbrush, which, in some places, are from ten to twelve feet in height.

At the north-westerly angle the timber is maple, black birch, hemlock, cedar, balsam, and some very good white pine. The black birch and hemlock is also from one to three feet in diameter. Along Lake Huron the same kind of timber exists, but usually so small as to be of but little value; although along the line between concessions one and two there is some black birch and hemlock of large size.

The country is broken and rocky, with small swamps between the rock ridges, and also an occasional lake. These lakes are nearly all small, excepting Lauzon Lake. This lake is not more than from a quarter to half a mile from Lake Huron, and runs almost parallel with the shore of Lake Huron.

It extends to within one mile and three-quarters of the east boundary of the township, and to the west some distance into the new township of Striker, and has a width of from one-half mile to one mile, running out into large bays to the north and south. The shore is high, rough and rocky; the north shore being covered with a thick growth of small poplar and birch, excepting towards the west boundary, where it is almost bare of timber, while the south shore is covered with birch, spruce, balsam, hemlock, pine, and maple.

The rock is chiefly micaceous gneiss, and although Mining Locations A, B, and X are supposed to contain iron, there is no magnetic attraction of any account.

I have the honour to be, Sir,
Your obedient servant,
J. K. McLean,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 25.*)

DISTRICT OF NIPISSING.

Township of Badgerow.

Napanee, Ontario,
31st October, 1881.

Sir,—I have the honour to report that, acting under instructions from your office, bearing date 18th May, 1881, to proceed to and survey the township of Badgerow, in the Nipissing District, into lots of three hundred and twenty acres each, on the 5th July I started from home with the usual quota of assistants, etc., and reached the township on the 17th July. I found that Provincial Land Surveyor H. R. McEvoy had the east boundary already run; and knowing from work on the ground last year that the line between lots six and seven of the township of Caldwell corresponded with the same line in Badgerow, I therefore took an observation at the intersection of lots six and seven and the north boundary of Caldwell, and laying off the azimuth angle ran the line between lots six and seven north astronomically eighty chains, where I planted a post for concession two, and eighty chains farther I planted a post for concession three. I next ran the line between lots four and five in a similar manner, planting a post at the end of eighty chains for concession two, etc. I then, in a like manner, ran the side-line between lots two and three, eight and nine, ten and eleven, and the west boundary. I afterwards began at the post planted for concession two on side-line two and three, and ran the concession line east astronomically to the boundary of Field, planting a post at the distance of forty chains from the east boundary for lot one. Retracing my steps, I ran this line due west astronomically to the west boundary, planting intermediate posts every forty chains. I thus carried up the whole of the lines abreast until I reached concession four, where I took a flying camp to the north-west end and north-east angles respectively, winding up my operations at the latter.

The soil generally met with is a heavy white clay overlaid with from three inches to as many feet of vegetable mould or muck; in some places sandy loam, and in others pure sand.

The general surface is rolling or hilly, the valleys being generally swamps of some description, such as Labrador tea marshes, alder and willow, and hay marshes. Excellent pasturage is however to be met with throughout the whole of this township;

and taking into consideration the numerous large creeks, lakes and ponds, the near approach of railway facilities (as the Canada Central extension line passes through the north end of this township), these seem to shew the adaptability as a stock-raising district of this section of country.

About one-third of the township may be called the pine district, although scattered green pine are to be found all over this township. The pine is rough in quality, but tolerably sound, of fair average, but not long, not averaging over three logs to a tree. Along the north side of the Sturgeon River and a narrow belt on the south side some good black ash, elm and soft maple, spruce, tamarac, and cedar are to be found. With the exception of a few small groves of hardwood, the rest of the township has been repeatedly overrun with fire and is now grown up with poplar, aspen, birch and soft maple.

Four lakes were within the limits of my survey. The general character of their shores is the same, being rocky in some places and swampy in others. The water is dark coloured, but is good and pure, and is literally packed with bass and pickerel.

The Sturgeon River also passes through the north-east corner of this township. Its water is singularly clear and transparent, is very rapid, but has no falls and is full of fish, chiefly bass. Its banks are high and composed of clay entirely, and judging by the water-marks left on the trees, is liable to great freshets in the flood season, as these marks are fully twenty feet above the normal level of the water.

Of fur-bearing animals we saw traces (and quite recent ones) of the beaver, otter, muskrat, fisher, and mink. Bears are very plentiful, but only one was seen by me. The tracks and other traces of the moose deer were very common, and a number of the common red deer were seen by the members of my party. No wolves were heard, nor, as far as I could learn from the Indians, were there any.

Partridges and ducks were plentiful, and late in the fall and early in the spring, wild geese.

Triangulations of lakes and all distances across lakes and rivers were made with a micrometer and pocket sextant and transit.

I have the honour to be, Sir,
Your obedient servant,
MATTHEW J. BUTLER,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 26.*)

DISTRICT OF ALGOMA.

TOWNSHIP OF STRIKER.

WEST MONTROSE, ONTARIO,
23rd November, 1881.

SIR,—I have the honour, in accordance with instructions dated 23rd May, 1881, to submit the following report of the survey of the township of Striker, in the District of Algoma:—

I commenced the survey by retracing the west boundary and chaining a distance of eighty chains northerly from Lake Huron, where, after taking an observation of Polaris, I proceeded to run the front of the second concession on a course bearing due east, thence working north and east, completing about half of the distance from east to west as we moved north, and the balance as we returned south. I traversed Lake of the Mountains, Lauzon's Lake, Bass Lake and Skull Lake being all I considered large enough; also the shore of Lake Huron, commencing at the south-east angle of the

township and finishing at the south-west angle, planting a post for the front of the first concession at every forty chains, due west by calculation, as I went along.

In running my lines on reaching my east boundary I found it had already been run by Provincial Land Surveyor McLean, of Mount Forest, and retracing it south to the south shore of Lauzon's Lake, where I found two lines had been run, one on the same straight line south to Lake Huron, and the other making an offset into the township of Striker of about five chains, which, after inquiry, I found to be the west boundary of the well-known Algoma Mills Location.

The timber along Lake Huron is generally mixed birch, cedar, hemlock, and poplar, the land being rocky and stony. Lots six, seven, eight, and nine, along the northerly part of the first concession and the south part of the second concession, are thickly timbered with cedar and tamarac, suitable for ties, telegraph poles, and pavement timber.

The land being very low and wet would probably make good pasturage if cleared and drained—soil being a blue clay.

Lots eleven and twelve in the second concession, lots ten, eleven and twelve in the third and fourth concessions, and lots seven, eight and nine in the fifth concession are mostly timbered with heavy maple and birch, the maple being of the "bird's-eye" variety, and possessing no small value as a material for furniture and cabinet-ware; this part of the township being the only part which is in any way fit for settlement. Though the land is stony, now and then we find patches of good sandy soil, especially on lots seven, eight and nine in the fifth concession, and from which settlers could obtain a way out to the front by means of Lake of the Mountain and Blind River, as it would be nearly impossible to make a road out through the township south of these lots, owing to the numerous bluffs and rocky ridges which occur throughout this part of the township.

The north-east portion of the township I found to be well timbered with pine of excellent quality, varying from one to four feet in diameter and from forty to one hundred feet high, with hardly a limb; the timber along the shores of the lakes being pretty well culled by the Murray Lumbering Company.

All north of Lake of the Mountain and most of the sixth concession is very rocky and mountainous—the mountain directly north of Lake of the Mountain being several hundred feet above the level of the lake, and makes, together with the abrupt shores of the lake and the small island, a very picturesque scene.

Lauzon's Lake cuts up over half of the east half of the township, its coast being very irregular, with high, abrupt rocky ridges along the southerly shore, broken by deep bays and inlets.

The lakes abound with salmon trout, whitefish, bass and pike, their waters being deep and clear.

We saw no traces of deer. Towards the north-east corner of the township we encountered several large bears, they being pretty numerous there. No other fur-bearing animals were seen except a few beavers on the lake at the north-west corner of the township.

The rock appears to be of the slate rock of the Huronian formation. I saw some indications of copper and iron ore along the south shore of Lauzon's Lake, as shewn on the field notes, specimens of which I enclose herewith.

I commenced the survey about the 13th June, and completed the work on the field about the 11th August.

There being no squatters or improvements in the township, no inspection returns are required.

I have the honour to be, Sir,
Your obedient servant,
C. D. Bowman,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 27.*)

DISTRICT OF NIPISSING.

Township of Lauder.

Belleville, Ontario,
14th November, 1881.

Sir,—In accordance with instructions, dated 18th May, 1881, I proceeded by way of Pembroke and Mattawa, to survey the township of Lauder into farm lots. Having arrived at my starting point, viz., the south-west corner of Papineau, I observed Polaris on its eastern elongation on the morning of 1st July (Azimuth angle 1° 54′ 49″; variation of compass 7° 16′ 40″ west). I used the line between concessions two and three as a base line, working westerly, taking repeated observations, carrying along the south boundary and the side-lines as I proceeded, after which I worked northerly, finishing the western portion; I then ran easterly on the proper bearing the line between concessions six and seven, working both ways until the survey was complete.

I am sorry I cannot give as favourable a report of the agricultural capabilities of Lauder as I would wish. There is not over twenty-five per cent. of the township arable land, the surface being very much broken, the soil light throughout and very stony. There is a narrow strip of good land in concessions nine and ten, containing about fifteen hundred acres, extending from lot fifteen to lot thirty-one inclusive. The soil is a sandy clay, comparatively free from stones, and very fertile.

Lauder is well watered by numberless small creeks, nearly all of which contain good pure water. The Big Pautois Creek enters the township in concession two, meandering northerly crossing the north boundary in lot ten. It has a current of from one to three miles per hour. The creek is well improved by Messrs. Hurdman, Lord and Chapman, who have a farm and depot in the township. The principal stream, however, is the Amable du Fond River, which enters the township in lot thirty-five, runs north-westerly, crossing the west boundary in concession two, re-enters the township again in concession four; from thence runs north-easterly, crossing the north boundary in lot twenty-five. It has an average width of about two chains; the depth varies from one to fifteen feet; the current is rapid. The principal *chutes* are the Cascades, Old Slide, Chute à Gravelle, and Chute à Bouille. The chutes have all dams and slides excepting the Cascades, which has a side-dam only. Speckled trout and chub are found in large numbers in this stream, as well as some of the larger lakes.

The principal lakes are Thompson and Crooked Lakes, on the south boundary, and Bronson and Ranson Lakes, in the interior. The shores are generally bold and rocky, and the water good and pure.

Game was plenty, moose and bear especially so.

I found no minerals worthy of notice. A small lead of magnetic iron ore was found on the north side of Thompson Lake, in lot six, concession one. The vein is about three feet wide and runs nearly east and west. The rock formation throughout the township is principally gneiss, granite, and sandstone, although veins of quartz and feldspar were occasionally met with.

The northern, north-eastern, and eastern portions of the township are *brulé* with a heavy undergrowth of poplar, cherry, and birch. The central portion is hardwood mixed with hemlock, balsam and scattered pine. The southern and south-western portions are principally pine of an excellent quality and very valuable, although patches of hardwood are numerous.

I have the honour to be, Sir,
Your obedient servant,
Frank Purvis,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 28.*)

DISTRICT OF ALGOMA.

RESIDUE OF TOWNSHIP OF PATTON.

TORONTO, ONTARIO,
13th December, 1881.

SIR,—On or about the 20th May, 1881, I received your instructions bearing date 18th of the same month, to proceed to the District of Algoma and survey parts of the townships of Patton and Cobden into farm lots.

I immediately had the necessary bond for the due performance of the work executed, and returned the same to your Department, and during the past summer and autumn have made the said survey, and now have the honour to submit to you herewith field-notes and plans of part of the township of Patton.

On the 5th August I proceeded to execute the work in connection with my survey of the residue of the township of Patton. I commenced my work at the north-east angle of section number twenty-five of that township and retraced the old line westerly along the north boundary of sections twenty-five, twenty-six, twenty-seven, etc., planting posts thereon for the front of the third concession, at proper distances.

The several concessions and side-lines, as indicated by red on the projected plan, were surveyed, and durable and substantial posts planted at the fronts of lots. The lines of concessions bounded to the north by water were surveyed and posts planted at the respective distances in the traverse lines for fronts of lots.

The several concessions and side-lines were well opened out and blazed throughout the work.

The west, north and east boundaries of said townships, as surveyed by Provincial Land Surveyor Gilmour, in 1860, were retraced and adhered to, but all posts planted by him that would interfere with my survey were removed and destroyed.

I traversed all waters found within the area of my survey, and tied the same in with concession and side-lines, where crossed by them. The concession lines were run due east and west astronomically, and the side-lines at right angles thereto, or due north and south astronomically.

The numbers of the lots were marked by a proper marking tool on the east and west sides; and the numbers of the concessions on the north sides of the several posts planted in accordance with instructions.

The land best adapted to agricultural purposes was found in the neighbourhood of Marsh River and Denman Lake.

Indications of minerals were found in several places in this township, but nothing that would indicate an economical value.

No settlers were found within the area of the township.

I completed my survey of this township on the 12th September, and proceeded to complete my survey of the township of Cobden.

I have the honour to be, Sir,
Your obedient servant,

S. JAMES,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 29.*)

TOWNSHIP OF COBDEN.

TORONTO, ONTARIO,
13th December, 1881.

SIR,—On or about the 20th May, 1881, I received your instructions, bearing date 18th of the same month, to proceed to the District of Algoma and survey parts of the townships of Patton and Cobden into farm lots. I immediately had the necessary bond for the due performance of the work executed, and returned the same to your Department; and during the past summer and autumn have made the said survey, and now have the honour to submit to you herewith field-notes and plan of the township of Cobden.

On the 5th July the survey of this township was commenced by retracing the east boundary as surveyed by Provincial Land Surveyor Gilmour in 1860; but having found the first mile already retraced and post-planted at the intersection of Lake Huron, and at the distance of eighty chains north therefrom, I chained and verified the work already done and then proceeded to run due west astronomically for the front of my second concession, and in a similar manner continued to survey the several concessions and side-lines as indicated by red on the projected plan. I retraced and adhered to the northern boundary of the Indian Reserve, as already run for the front of my fourth concession, and so continued until I had completed my survey of all that part of Cobden lying east and north of the Indian Reserve.

On the 5th of August I proceeded to execute the work in connection with my survey of the residue of the township of Patton, and again resumed the work in connection with my survey of Cobden on the 12th September following. I retraced the west limit of Cobden from the north-west angle of the Indian Reserve to Lake Huron. I then ran due east, astronomically, from a point at the distance of two hundred and forty chains south from the front of the fifth concession for the front of my second concession west of the Indian Reserve.

I traversed the Mississaga River from the west boundary of Cobden to the west limit of the mining location at the mouth of that river. I also traversed the shore of Lake Huron from where the west limit of Cobden strikes that lake eastward, and connected the work with the west limit of the above-named mining location, the located line of the Ontario Sault Ste. Marie Railway, the west limit of mining location A, at the mouth of Blind River, and the east boundary of the township.

I also surveyed the group of islands at the mouth of the Mississaga River, and connected the same with the survey of the shore of Lake Huron. I cut off two hundred acres from the north end of Fox Island (marked number two on my plan of Cobden) by a line running due east and west, astronomically, and have numbered and given the areas of each island on said plan.

I traversed Blind River on the east side, and connected the same with a post at the north-west angle of mining location A at the mouth of Blind River, and with the survey of the Lake of the Mountain, also with several concessions and side lines surveyed.

I retraced the east, north and west boundaries as surveyed by Provincial Land Surveyor Gilmour in 1860; adhered to the lines, but destroyed all the old posts planted by him that would interfere with my survey.

I did not lay out any side or concession road allowances in any part of my survey. Posts were planted at the proper points for the fronts of lots in all concessions throughout the work. Where the fronts of concessions were bounded by water, posts were planted at the intersection with the water or traverse lines.

All waters found within the area of my survey were traversed in accordance with my instructions.

The lines surveyed were well opened out and blazed, durable and substantial posts were planted along the lines and properly marked in accordance with instructions.

The areas of Mississaga River, Blind River and the channels between the islands at the mouth of Mississaga River, were not included in the water area of the township of Cobden.

After a careful search I failed to discover the boundaries of Mining Location conveyed to E. B. Donnelly at the north-west angle of the township.

Several squatters were found located on portions of this township, as may be seen by the returns in that particular. The land best adapted for agricultural purposes was met with in the neighbourhood of Marsh and Blind Rivers.

Indications of minerals were only met with in the north-west angle of the township.

I have the honour to be, Sir,
Your obedient servant,
S. James,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 30.*)

Township of Mack.

Collingwood, Ontario,
3rd December, 1881.

Sir,—I have the honour, in accordance with instructions dated May 18th, 1881, to submit the following report on the survey of the Township of Mack in the District of Algoma.

Having found on my arrival at the mouth of Blind River that the surveys of both the townships of Long and Striker had been completed, and that I would have little difficulty in reaching the south-east part of my township with canoes, I proceeded up Blind River and across Blind Lake into Lake Magog, where I camped; and finding that the south-east corner of Mack was situated in a lake, I commenced the survey (after taking astronomical observations) at the intersection of the side-line between lots two and three of Striker with the south boundary of Mack, and carried on the work north and west, giving the lots along the south boundary as far as the corner between six and seven the prescribed width of forty chains. I then found it convenient to move my camp to the south-west corner of the township, and from this point I continued the survey north and east, making lots twelve, eleven, ten and nine forty chains wide, but in connecting with the corner between lots six and seven, as previously located, I found there was an overplus of thirty chains and thirty-two links, which, owing to a considerable part of the township having been already surveyed, I had no alternative but to divide between lots seven and eight, making these two lots wide throughout the township.

This township is unsuited for settlement; the land fit for agricultural purposes being only in one or two places in sufficient quantity to make it worth the cultivation. The little soil to be found is generally light and sandy, and at the best but an inferior quality of sandy loam, while the greater portion of the township is so rugged and broken that the construction of roads would be almost impossible.

I should estimate that little more than five per cent. of the whole township is fit for farming purposes.

The centre and south-eastern portion of the township is extremely rugged and mountainous, bluffs of bare rock frequently rising almost perpendicularly to the height of two or three hundred feet, and then extending back in broad table-lands of granite and gneissoid rock almost devoid of vegetation.

The remaining portion of the township, although not nearly so rough, is still very broken and rocky. The rocky ridges appear to range across the township in an easterly

and westerly direction as the largest and steepest hills are to be met with on the north and south lines. No indications of the presence of any of the economic minerals were observed except that of magnetic iron as indicated by occasional disturbances of the magnetic needle.

A large part of the centre and southerly portion of the township consists of ridges of rock, sparingly timbered with stunted pine and scrub oak, with belts of small, scrubby pine, white birch and maple between the ridges. The north-westerly portion is covered with balsam, cedar, spruce, hemlock, maple and birch.

In the south-east part of the township, to the east and south of Lake Magog, a fair sample of pine is met with, which seems to extend southerly into the adjoining township of Striker.

During the present season a large portion of the north-easterly part of the township was burnt over; in many places leaving the rock entirely bare.

Nearly one-fifth of the area of the township is covered with water. The lakes, being generally surrounded with rocky shores, frequently very precipitous and difficult of ascent, are generally very deep and the water of a superior quality; especially is this the case with Emerald Lake. Fish, consisting of black bass, pike and pickerel, are numerous in Lakes Heron and Magog, but very scarce in the other lakes.

I may say that I found the variation of the magnetic needle to be on an average 2° 25′ W., as shewn by numerous astronomical observations in different parts of the township.

I have the honour to be, Sir,
Your obedient servant,
E. Stewart,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 31.*)

Township of McMahon.

Little Current, Ontario,
April 9th, 1881.

Sir,—I have the honour to transmit herewith plan, field notes and other returns of the survey of the township of McMahon, performed in accordance with instructions dated at Toronto on May 12th, 1880, and beg to report as follows:—

The field work was all performed during the months of July and August of last year. The Returns have been unexpectedly delayed because of the following reasons: On arriving home from the field work I received instructions from the Dominion Government to make some surveys in the North-West Territories. Being anxious to occupy the field during summer, I went to the North-West at once, expecting to complete the work there and return before the close of navigation here and get the returns of this township in, in good time. The Dominion work took much more time than was anticipated, and the consequence was the delay of these returns.

I proceeded to the township by way of Echo Lake and across the township of Chesley Additional. I commenced the survey on the westerly side of the township by producing lines due east from the posts at the intersections of the concession lines, and easterly town line of Chesley Additional; from these lines others were run north and south at the distance of one mile apart on the regular lots. It will be observed that lot four is wider than it should be. The error was caused by a miscalculation in distance and not discovering it till a considerable portion of the township easterly had been marked out. It was then thought better to let it remain than to re-survey so large a tract and mark a second system of side lines. The instruments used were the same as used by me during the previous season.

The timber is composed principally of maple, on the less mountainous parts. On the mountains and steeper slopes hemlock, spruce, balsam, birch, cedar, etc., prevail; no pine of value was seen.

Many lakes occur, some being of considerable area; all those met with were carefully triangulated, generally angles or bearings were taken to three established points, and the plotting made with a station pointer. The distances across lakes on lines of survey were all made independently by separate triangulation.

No rivers or streams requiring special notice were met with. The River Thessalon crosses at the south-easterly corner, but is quite small at this distance up.

The Echo River crosses a considerable distance in the north-westerly portion; this stream has a very rapid current and is full of shoals, unless during floods in the spring it is quite too shallow for even canoeing.

The surface generally is very rough and rocky, in fact being almost inacessible. In places where the mountains are not so high, the surface is a succession of steep and uneven rocks. It is, considering the whole township, the roughest I have surveyed.

Much of the township has been burned over leaving the bare rock exposed. In other places it is covered with a dense second growth of underbrush.

No good mill sites were found.

I do not anticipate much settlement in this township for some time to come.

I have the honour to be, Sir,
Your obedient servant,
G. Brockitt Abrey,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 32.*)

DISTRICT OF NIPISSING.

Base and Exploration Lines.

Haliburton, Ontario,
December 31st, 1881.

Sir,—I have the honour to submit the following report of survey of "Base and Exploration Lines" in the District of Nipissing, made under instructions from your Department, dated May 31st, 1881:—

Proceeding to Lake Nipissing via Gravenhurst and Rosseau, across Lake Nipissing by steamer, and up the Sturgeon River by canoes, I reached the north-east angle of the Township of Field, the point of commencement, on the 18th July last, and began the work on the following morning.

I had with me two explorers—Mr. William Galbraith, a student of my own during the past four years, and Mr. W. O. Johnston, P.L.S.—whose duty it was to explore the country for six miles upon each side of me; two chain men and eight other assistants.

Having obtained the necessary observations, I commenced at the north-east angle of Field, and ran north, astronomically, six miles between townships two and three, as per instructions.

From this point, after having run east ten miles and north seven miles, I ran west twenty-five miles and twenty-seven chains, making township number three seven miles and twenty-seven chains in width to correspond with north boundary of Field, and the other three townships six miles each, planting posts six inches square at the corners of the townships with the numbers marked thereon, and well protected by stones piled around them.

From this point I ran north twelve miles along the west boundaries of townships twenty-five and twenty-six, and thence east, crossing the south bay of Lake Tamagaminque sixty miles to the Ottawa River, or as it is called at this point, Lake Temiscaminque, planting posts at the corners of townships as before described, and running south to the seven mile point between townships four and five.

In carrying out the exploration, I found it impossible to lay down any particular method by which the work should be done. The result of the explorers' observations will be found upon the plan; the dotted lines in red indicating where they travelled, and where no lines shewn the route was by water, with canoes, making short trips inland, and observations from hill tops, etc., whence the country could often be seen for miles. Sturgeon and Tamagaminque Rivers, and the adjacent lakes, were traversed in this way, and nearly all that part of Lake Tamagaminque south of the Hudson's Bay Company's post, was traversed with the micrometer by Mr. Galbraith, while I was proceeding with the line.

Lake Tamagaminque is therefore pretty accurately laid down as far north as the Hudson's Bay post, or the 47th parallel of latitude, and had time and weather permitted, the survey of the northern part would have been completed also.

The northern portion of lake, as shewn on the plan, is from an Indian sketch, and judging from the accurate idea he gave us of the south part of the lake, I have no doubt the northern part is generally correct.

After completing the east bay of Lake Tamagaminque, Mr. Galbraith crossed the portage into the Matebedguan waters, and proceeded via Rabbit Lake and the Matebedguan River to Lake Temiscaminque at the mouth of Montreal River, and thence down Lake Temiscaminque to our northerly base line, taking in the different waters and notes of the country on his way, and joining the main party shortly before reaching the Ottawa.

The latitude of the northerly base line was found to be 46° 49′ 27″ north. Observations were frequently taken during the progress of the work, and the lines were run throughout their whole length with the theodolite, well cut out and well blazed.

Commencing at the north-east angle of Field, and going north between townships two on the east and three on the west, the country is undulating with rocky ridges and occasional swamps. About the end of the first mile we crossed a rocky ridge over one hundred feet high, from which a good view of the country to the north was obtained; the general appearance from this point was a vast flat of evergreen—tall spruces, balsam and pine, with white birch, poplar, etc. No hardwood proper to be seen.

At about three miles we entered a brulé grown up with brush, which continues into the sixth mile. There is some excellent clay soil along the line on the fourth and fifth mile. At six miles we turned and ran east ten miles through a section of country almost level. The land on either side of the line being the best in the entire survey; considerable maple along this line, and good scattering pine.

Returning to the six-mile point, we ran seven miles north through a poor tract of country made up of rocky ridges and swamps, crossing a number of beaver meadows and creeks; the timber being chiefly birch, balsam and tamarac, with an occasional pine.

Again returning to the six-mile point, we ran west between townships three and four; the first mile and a half being through comparatively good land; then we crossed a tract of burnt country two miles in width, that extends both north and south for a considerable distance. From this point during the next eight or nine miles to the Tamagaminque River we passed through the best tract of pine timber embraced in the survey. The growth is large and the quality excellent; a large quantity of good pine also exists between Tamagaminque River and the Sturgeon River, and west of the Sturgeon River as far as townships twenty-four and twenty-five.

Tamagaminque River is where the line crosses, two chains in width, and about three feet deep, with swift current and clear bright water. Sturgeon River, one hundred and eighty-five feet in width, ten to twelve feet deep, with slow current and dark waters. The land in the vicinity of the Sturgeon is of a clayey nature, intermixed with sand.

Entering townships twenty-four and twenty-five, we came upon the first damage done by fire this year. It originated from a camp fire at a portage a few miles up the

Sturgeon, in May last, and took a south-east course, sweeping everything before it for ten miles in length and two miles in width, and destroying a considerable quantity of good pine in townships twenty-five, twenty-four and sixteen.

From this point to the end of the twenty-five mile line, where we turned to the north, our course lay through a brulé, and from the turning point, which is one of considerable elevation, there is nothing but brulé to be seen as far as the eye can reach. The fire swept over this section of country about six or eight years ago, leaving nothing but blackened pine stubs standing, and the rock in many places exposed for two hundred square miles; nearly the whole of townships twenty-four, twenty-five, thirty-two, thirty-three and thirty-four, and still farther south and west towards Lake Wahnapitaeping, coming within its range. Over this tract of country a thick growth of white birch, poplar, pitch pine, etc., has now sprung up, making it difficult to get through in many places.

Running north along the west line we crossed Lake Mas-ko-now-ti-wo-go-ming, and a bay of Lake Ah-pe-ge-ke-che-ging (there is no water above this), two of a chain of lakes drained by the west branch of the Sturgeon River. We left the burnt country at eleven miles, but the land is still rough and rocky, covered with scrubby pine, balsam, birch, poplar, etc., to the end of the twelve-mile line, where we turned east sixty miles to the Ottawa River.

As we crossed the Sturgeon River on the second mile (over one hundred feet wide at this point), we struck a little more good land, but in another mile we were again among hills and rocks, with a good deal of fair pine. Descending a hill of two hundred and fifty feet on the fourth mile we ran through a flat of about a mile in extent, the soil, however, sandy and stony, and timber, balsam, birch, spruce, etc.

On the fifth mile we crossed the chain of lakes leading to Lake Tamagaminque, and again descending a hill two hundred feet in height, we ran across a succession of high hills and valleys clad with pine, until we neared the corners of townships twenty-six and eighteen. Crossing township eighteen, or from mile six to twelve, the country is rough and rocky, with numerous spruce and tamarac swamps, the timber being chiefly pitch pine, birch, balsam, poplar, etc. From the tenth mile the country increases in roughness, it being almost all rock until we struck the south bay at Lake Tamagaminque near the close of the thirteenth mile. The width of the bay is about half a mile where the line strikes it, and as we ascended the hill on the east side thereof, we struck a piece of good land covered with maple, ironwood, birch, etc. We now ran through a comparatively good tract of country, with considerable maple timber extending across the whole of township number ten.

Entering upon mile nineteen, or township number five, we again hit upon a brulé running almost to the Tamagaminque River, or end of twenty-first mile.

Near the Tamagaminque River we came upon some very good pine, extending both up and down the river.

Crossing the Tamagaminque we ran through a fair amount of hardwood land, although rough, till we reach the eastern boundary of township number five, where we ran south along the east boundary of some five miles to make the connection with the seven-mile point before described. The land along these five miles is broken and rocky in places. Timber—white birch, poplar, spruce, tamarac, and some pine.

Returning to the north-east angle of township number five, we continued east on twenty-sixth mile. Along township number four the land is rather rough and rocky. Although the soil is good in places, the timber is chiefly birch, cedar, balsam, etc.

On the thirtieth mile we crossed the height of land between the Tamagaminque and the Ottawa River, after which the country is comparatively level, with fair soil in many places, to about the centre of township twenty-one; the timber on the last described tract is chiefly white birch, spruce, balsam, poplar and small pine.

From the centre of township twenty-one, the land grows gradually rougher. As the Ottawa is approached, the last six miles is through brulé; timber nearly all dead, and extending north to McLaren's Depot, and ten miles south. The three miles of the line next the Ottawa is through a very broken country, timber all gone, and the bare rock exposed in all directions, and lying in confused heaps, without a sign of vegetation to be seen.

Amidst this desolation we descended a hill of about six hundred feet, through a fringe of underbrush to the Ottawa River and the end of the sixty-mile line.

Throughout the whole of the territory explored there is some good clay soil, along the flats of riv rs and creeks; generally, however, it is a sandy loam, and in many places sand, and a large area of the country is stony and rocky.

Township two contains, I think, more good land than any other township explored, probably fifty per cent. of it being fit for settlement.

Generally speaking, the explored territory is a lumbering country rather than an agricultural country, there being more cr less pine scattered over the entire area.

Townships two, three and four east of the line from Field, and three, four, five, eight, nine, ten, sixteen, seventeen, eighteen and twenty-six, are chiefly valuable for the pine that is on them, and of these, three, four, five, eight and nine west of the north line from Field are the most valuable; along the line between townships three and four, and on eight and nine there is some of the finest pine timber I ever saw. The Sturgeon River and its tributaries afford ample means of getting the timber to market.

A large area is covered with white birch, poplar, spruce, balsam, etc., considerable yellow birch with a few black birch is met with, but there is very little maple and no beech in the country—a large amount of tamarac, suitable for ties, and in some places very good cedar is to be found.

The country may be said to be well-watered.

The Sturgeon River is a fine stream about one hundred and fifty to two hundred feet in width, and from ten to twenty feet in depth, with steady current and rapids at intervals. The banks are about fifteen feet high, generally sand with substrata of clay. It is a fine stream for driving purposes.

Lake Tamagaminque is a fine sheet of very clear water filled with islands, as will be seen from plan—the shores are not particularly high nor are they very low—the scenery is beautiful and may be compared to that of the Thousand Islands. The lake has two outlets, one flowing south into the Sturgeon River and the other flowing north into the Montreal River, and thence into the Ottawa. The Hudson's Bay Company have a post on Bear Island, and it is surrounded by sixteen Indian families. The lake abounds with fish, the salmon trout being very fine.

Tamagaminque River, the southerly outlet of the lake, is a fine stream over one hundred and twenty feet in width, flowing with a rapid current, and numerous falls into the Sturgeon River. Many lakes of various sizes are dotted at intervals over the country, as will be seen from plan. Otter Tail Creek, falling into the Ottawa, is the principal stream met with in the eastern part of the survey.

The general character of the country is undulating, but not very broken. Here and there are exposed cliffs of considerable height and very often large areas of exposed flat rock. The formation is granite and similar to all the north-country rock.

Indications of iron were met with occasionally, but nothing of importance was discovered.

July was comfortable, with cool nights. August, particularly the latter part, was very hot. September was rather wet, but no frost took place till the 6th of October. Snow fell on the 17th of October to the depth of four inches and lay for three days, after which we had fine weather till the close of the work.

I saw a fine crop of oats being harvested on Sturgeon River, near Lake Nipissing, on the 10th September, that had been sown on the 1st of June. I saw good potatoes grown at Sturgeon Falls, and they are also grown at the Hudson's Bay Post on Lake Tamagaminque. This lake freezes over about December and opens in May.

At McLaren's farm (Opemican Farm) on the Ottawa, about three miles north of our sixty-mile line, which I visited on the 28th October, splendid crops of hay, oats and potatoes are grown, and carrots, turnips, and garden stuff generally, grows well. The season opens second week of May; ploughing continued last year to the 25th of October.

Had I not seen this farm, I would not have believed it possible that such a good farm could have been found so far north; two hundred and sixty acres cleared, and one hundred acres of it free from stumps or stone. Good buildings and stocked with far better cattle than are to be found in many places in Southern Ontario.

Moose are very plentiful, were often seen, and two were shot. Bears were frequently seen; beaver and other fur-bearing animals are common. Partridges and ducks are abundant, and nearly all the lakes abound with fish—bass, pickerel and pike being the most common, while salmon trout were only found in Lake Tamagaminque.

It being late in the season (5th of November) when I reached the Ottawa, and being out of provisions, I did not deem it advisable to prosecute the work further, but returned home via Mattawa; consequently the south-east portion of the work given me has not been done.

In conclusion, I have only to say, that during the latter part of July and the month of August we were at times delayed by smoke, and suffered very much for want of water; frequently we could scarcely see, and we had often to carry water along the line for long distances; while in the month of September we were delayed considerably by heavy rains; there being, too, so much brush in the country, I found it very difficult to make fast running, and I had some trouble with some of my men leaving (two of them Indians), necessitating a trip to Nipissing for others.

Accompanying this report, I beg to submit plan, field-notes, diary, pay-list, and transport vouchers and accounts, as directed in the instructions.

I have the honour to be, Sir,
Your obedient servant,
A. NIVEN,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

APPENDIX No. 33.

STATEMENT of Municipal Surveys for which Instructions were issued during the year 1881.

No.	Name of Surveyor.	No.	Date of Instruction.	Description of Survey.	Date when Confirmed.
1	T. H. Tracy	494	7th February, 1881	Survey of the 4th concession line of the Township of Delaware	
2	W. E. Yarnold	495	2nd April, "	" Lots 15 and 16 in 7th concession of the Township of Whitchurch	
3	M. Deane	496	16th April, "	" Lots 1, 2, 3, 4 and 5 on the line between the 6th and 7th concessions in the Township of Verulam	
4	A. J. Cavana	497	16th April, "	" Eastern boundary line of the Township of Mara	
5	John Fair	498	11th July, "	" Lots 4 and 5 in 3rd concession of the Township of Barton	
6	J. J. Francis	499	5th September, "	" Lots 7, 8 and 9 in 12th concession of Township of Enniskillen	
7	P. S. Gibson	500	5th September, "	" Town line between the Townships of King and East Gwillimbury, opposite lots 110, 111 and 112 in East Gwillimbury, and opposite lots 15, 16 and 17 in the Township of King	
8	W. G. McGeorge	501	5th September, "	" Lots 6, 7, 8, 9, 10 and 11, on the north side of Middle Road, in the Township of Orford	
9	J. H. Jones	502	17th October, "	" Lots 4, 5 and 6 in 13th and 14th concessions of the Township of Enniskillen	
10	D. R. Brown	503	14th November, "	" Concession line between the 2nd and 3rd concessions of the Gore of Lochiel	
11	R. Hamilton	504	14th November, "	" Part of the boundary line between the Townships of Lochiel and East Hawkesbury	

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

APPENDIX No. 34.

STATEMENT of Municipal Surveys confirmed during the year 1881.

No.	NAME OF SURVEYOR.	No.	Date of Instruction.	Description of Survey.	Date when Confirmed.
1	John H. Jones	383	31st October, 1874.....	Survey of Lots A and 1 in the 5th, 6th 7th, and 8th concessions, and lots A, B, C, D, 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10 in the 9th, 10th, 11th, 12th, 13th, 14th and 15th concessions; also lots 18 to 30, both inclusive, in the 13th concession; and lots 11 to 16, both inclusive, in the 14th concession; and lots 11 to 30, both inclusive, in the 15th concession of the Township of Sombra.....	25th February, 1881.
2	W. E. Yarnold	477	24th October, 1879	" Lots 29 and 30 in the 8th concession of the Township of Scott.....	11th June, 1881.
3	P. S. Gibson	493	22nd December, 1880...	" the concession line in front of Lots 1 and 2 in the 1st concession from the Bay, in the Township of York.....	12th July, 1881.
4	W. E. Yarnold	478	25th October, 1879	" the concession line in front of lots 12 and 13 in the 7th concession of the Township of Cartwright	16th September, 1881.

THOS. H. JOHNSON,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

APPENDIX No. 35.

STATEMENT of Mineral Lands which have been patented in unsurveyed territory on the North Shores of Lakes Superior and Huron, in the Districts of Thunder Bay and Algoma.

No.	No. of Description.	PATENTEE.	Description of Mining Tract.	Acres.	Amount.	Date of Patent.
					$ c.	
1	1242	Donald McKellar.....	Mining Location, 30 T, north of Neepigon Bay, Thunder Bay District	160	160 00	29th April, 1881.
2	1243	Francis Tranch.....	Mining Location, J A, north-east of the Township of Rutherford, in the District of Algoma.	206	206 00	2nd May, 1881.
3	1250	Thomas A. Reynolds.....	Mining Location, "P," on Lake Helen, at the mouth of the Neepigon River, District of Thunder Bay	74	74 00	7th June, 1881.
4	1266	Charles Cummings..... ..	Mining Location, XII^{N}, on Vert Island, Neepigon Bay, District of Thunder Bay.....	82	82 00	9th September, 1881.
5	1267	Robert Laird.....	Mining Location, VII^{P} and VIII^{P}, La Grange Island, Neepigon Bay, District of Thunder Bay.....	168	168 00	9th September, 1881.
6	1268	William H. Laird	Mining Location, VIII^{P}, La Grange Island, Neepigon Bay, District of Thunder Bay	1,130	1,130 00	9th September, 1881.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

APPENDIX No. 36.

REPORT

ON

COLONIZATION ROAD WORKS,

FOR THE YEAR 1881.

To the Honourable T. B. Pardee,
Commissioner of Crown Lands,
Ontario.

Sir,—I have the honour again to report the operations of the colonization roads branch of your department, for the year 1881.

Having travelled over a large number of the works during the spring and past summer for the purpose of inspection, I am enabled to say, from personal observation, that the expenditure of money upon the sundry roads and bridges has been, as a rule, fairly and judiciously made; and, as a result, the roads referred to hereafter in detail, are very much improved, and in some cases these improvements are of such a permanent description, that, with that attention to them as regards maintenance which is required, and is absolutely essential in any such work however well performed, some of the roads and portions of others may be classed as first-rate country highways.

I beg also to report that, under your instructions, I made a personal examination of a number of roads and bridges, which had been reported to you, by telegram or otherwise, as seriously damaged by the bush fires, so prevalent during the dry season, and, as ordered, I caused such repairs or renewals to be made upon them as appeared absolutely necessary, in order to restore in some degree their usefulness to the settlers, as also to give employment to those living in the vicinity of the works, many of whom suffered in addition, the loss of barns, dwellings, fences and crops, while I am gratified to say that cases of entire destitution were not numerous along the roads so damaged. These repairs were made with the greatest possible despatch, and those living upon the confines of the roads have expressed satisfaction and gratitude to the Government for its prompt action.

The outlay on account of the above-mentioned fires has caused an expenditure exceeding the Government appropriation for roads, as is shewn in the summary of expenditure attached to this report, but as before stated, the disbursement became unavoidable when considering the interests of the people. The following is a recital of the various works, namely:—

NORTH DIVISION.

1. Batchewaning Road.

The present terminus of this work is $1\frac{1}{2}$ miles due south of the north-easterly corner of the bay of the same name. The work performed this year was $3\frac{3}{4}$ miles of new work and repairs over 9 miles of the road formerly made. As reported in 1878 this work is being done mutually with the Indian department. Departmental expenditure, $1,170.70.

2. Coffin Road.

Work was commenced on the line between lots 1 and 2 in the 3rd concession and terminated at the eastern boundary of the township of Coffin, a distance of about 4 miles. Included in the expenditure is the bridging over a branch of the Thessalon River, with a structure 148 feet in length, having a centre span of 30 feet. Expenditure, $815.77.

3. Coffin Additional Road.

Three and a half miles were in this instance completed, namely from lot 10 concession 5 of Plummer, northerly to the line between lots 10 and 11, about the centre of the 2nd concession of "Coffin Additional" Township. Expenditure, $630.32.

4. "D" Line Road (St. Joseph's Island).

This work was for the purpose of opening a highway to the town plot of St. Joseph, a point rising in importance. Some 2½ miles were made with the appropriation, and the "D" line road is now opened from Centre Road westerly to the above named town plot. Expenditure, $783.61.

5. Echo River Bridge.

This bridge, which spans the Echo River on the Great Northern Road, replaces one constructed upon the same site, some twenty years ago, at a cost of $1,750. Its length is 206 feet, comprised mainly of two clear spans of 60 feet 9 inches and 41 feet 10 inches, respectively, and the balance of approaches at each end of 35 feet. The design is Queen post, and will be found an excellent bridge in all respects. Expenditure, $1,178.31.

6. Gore Bay Road (Manitoulin Island)

Is through the townships of Gordon and Campbell, and between Gore and Providence Bays.

The repairs of this season have very much improved the road, and is thus a great benefit to those settled in Campbell, Carnarvon and other townships.

Four miles were wrought over. Expenditure, $637.

7. Galbraith Road.

Six miles of this road were made through the township of Rose.

The work was begun upon the line between sections 18 and 19, and made easterly 4 miles and thence northerly 2 miles. Expenditure, $1,177.20.

8. Kaministiquia and Murillo Road,

In the Thunder Bay district, reaches from Fort William to Murillo station, on the Canada Pacific Railway. It has been repaired over 8½ miles of its length, 4 miles of which being deviations from the old road, may be classed as new work. Expenditure, $1,055.

9. Kakabeka Road.

This road is fully described in the report of 1877. It extends from the Dawson Road to Kakabeka Falls. The repairs this year were very much required; in fact, so many changes were made from the old location, that of the 6 miles worked upon 4 may be said to be new work. Expenditure, $1,245.

10. Lake Wolsey Road (Manitoulin Island)

Strikes off from the Gore Bay Road about two miles from the bay and runs southerly into Mills township. It is new work. Four miles opened this year. Expenditure, $649.20.

11. Little Current and West Bay Road

Is in the township of Howland, Manitoulin Island. The expenditure here was chiefly for the reduction in gradient of a very heavy hill. Expenditure, $100.

12. Manitou and Green Bay Road.

The portion of this road repaired, 4½ miles, was in the township of Bidwell. The road is now in very fair condition between the village of Manitouaning and the Little Current and West Bay Road, which the former road intersects. Expenditure, $566.50.

13. Manitouaning and Ten Mile Point Road.

This road starts from the Manitouaning and Lake Manitou Road and runs northerly through the township of Shequiandah in almost a direct line towards Ten Mile Point.

Six and a quarter miles were made this season, new. Expenditure, $505.

14. Michael's Bay Road,

Which lies between Michael's and Providence Bay, passing through the townships of Tehkummah and Carnarvon, has been logged, ditched and otherwise improved over 8 miles of its length. Expenditure, $552.60.

15. Manitou River Bridge

Is a structure 115 feet long, with a centre span of 30 feet. It is upon the Manitouaning and Michael's Bay, and is cheap at its cost, $382.04.

16. Mudge Bay Road.

This and the five last described works are on the Manitoulin Island. The Mudge Bay road runs southerly in the township of Campbell, to intersect the Providence Bay road. Three and a half miles of new work. Expenditure, $520.

17. Oliver Road.

One of the Thunder Bay District roads, has its course westerly from Prince Arthur's Landing, through the township of McIntyre to the town line between Oliver and McIntyre, and between the first and second concessions of Oliver; thence it runs northerly along the town line named.

Two and a half miles were made new this year and 10¼ repaired, and the road is now reported as being in first-class condition. Expenditure, $2,199.46.

18. Pigeon River Road.

This is a road as yet very little used, but a mail being carried over it, it became necessary to clear it of fallen trees, logs, etc., which had practically closed it up. The road is from the Kaminstiquia River, near Fort William, to Pigeon Bay, and was cleared in a degree through its whole length of 34 miles, though it is yet in a very unfinished condition. Expenditure, $300.

19. Port Finlay Road.

The opening up of the portion made this year was begun upon the town line between Laird and Tarbutt, on lot 33, and a few chains from lot lettered P, and from thence westerly to the line between lots 32 and 33; thence northerly along or near the due north line to the north-west angle of lot 28; thence east along due east line about 30 rods, and from thence about due north a little over three-quarters of a mile, giving a total length of $2\frac{3}{4}$ miles made this year.

Through a delay in obtaining the promised grant of $500 from the Indian department, to aid in this work, only that appropriated by the Ontario Government was expended, but the money has since been placed at the disposal of this department and will probably be used next season. Expenditure, $551.43.

20. Providence Bay Road.

This road, which is on the Manitoulin Island, runs from the Bay of the same name easterly to unite with other leading roads.

Eight miles have been repaired and very much bettered in condition. Expenditure, $659.70.

21. Sandfield Bay Road,

Begins on the Manitouaning and Michael's Bay Road and ends at Sandfield Mills, upon the outlet of Lake Manitou, its course being north-westerly.

The work of this year was entirely new and of a heavy description, and therefore the distance accomplished—$5\frac{1}{2}$ miles—is very satisfactory. Expenditure, $1,007.75.

22. Thessalon Bridge.

This bridge is over the Thessalon River, on the Coffin Additional Road made this season.

It is 150 feet long, resting upon piles of a very substantial character, and having a main span or opening of 30 feet. Cost, $525.

WEST DIVISION.

1. Buck Lake Bridge.

This bridge spans the outlet of Buck Lake, and is upon lot 26 of the 14th concession of the township of Stisted. The building of this and the opening of "Cardwell Extension Road," hereafter described, gives an outlet for a number of excellent settlers, who, previously, were without a roadway.

The bridge is a 50 feet truss and 200 feet in length.

Through the kindness of Mr. Garratt, in supplying timber and lumber for the structure, at cost price, the bridge was built very cheaply. Cost, $604.87.

2. Beaver Lake Bridge

Was built to replace one upon the same site destroyed by fire, in consequence of which all communication was cut off between Kearney and the Sand Lake settlement.

The bridge is on the Kearney Road, upon lot 4 in concession 14 of Bethune; its total length is 239 feet, and is reported as being well and substantially framed. Cost, $446.07.

3. Commanda Road

Branches from Rosseau Road, near Commanda Creek, and is made northerly. It now terminates in the 1st concession of Patterson, on lot 32, a distance of 6 miles, of which $1\frac{17}{80}$ miles were made this year. Expenditure, $530.

4. Christie Road.

These repairs were made over 4½ miles of road, namely between the 9th and 14th concessions of Christie township.

It is not the Christie Road proper, but what is known as Junction No. 2 Road in Christie. Expenditure, $513.05.

5. Cardwell Road.

From lot 1 concession 12 of Cardwell, on its course northerly for about 5 miles, this road was repaired, and from thence 2¼ miles were made in the same direction. Repairs were also made upon it between Axe Lake and the Stisted Road, a distance of 4 miles, making a total of 9 miles of repairs and 2¼ of new work. Expenditure, $1,029.18.

6. Cardwell Extension Road.

The production of this road to intersect the Port Vernon Road was very much required by those adjacent the line. The distance was 4 miles, dating from the Stisted road to lot 5 of Stisted township. Buck Lake bridge, before described, is upon this Road. Expenditure, $717.95.

7. Dalton and Washago Road.

It having been reported through the Post Office Department at Ottawa that a certain portion of this road was very much out of repair and unsafe and dangerous to travellers by stage, repairs were made under your instructions of the portion in question which are reported as very satisfactory. Expenditure, $175.73.

8. Eagle Lake Road.

The expenditure upon this road was for repairs, over 6 miles of its length. It runs from the Rosseau Road easterly into Machar township. Expenditure, $500.

9. Gurd Road.

This road has been produced this year 3½ miles further in Himsworth. Expenditure, $1,050.45.

10. Indian Peninsula Road.

As its name indicates, this highway is through the Indian Peninsula, through the townships of Estnor and Lindsay.

The work this season was commenced on lot 15, con. 4, E. B. R. of Lindsay, and ended on lot 30 in the same concession, in all about 4 miles of new work.

In this as in many other instances the bush fires did much damage, causing somewhat of an over-expenditure. Outlay, $1,100.

11. Lorrimer Lake Road.

Commencing at a point on the North Road, about 9 miles north of Parry Sound, this road runs through the township of Ferguson, touching the west end of Lorrimer Lake.

The labour this season was its production from Lorrimer Lake to its present terminus, about lot 5, concession 4, of Hagerman, a distance of 4½ miles. Some repairs were also made upon the former portions of the road. Bush fires did a considerable amount of damage during the progress of the work, causing additional outlay and preventing a greater length of work being accomplished. Expenditure, $1,580.09.

12. Matchedash Road,

Through the township of the same name, was opened 3¼ miles, and three-quarters of a mile chopped and logged. The work is between 2nd and 5th concessions on lots 5 and 6. Expenditure, $767.23.

13. Macaulay Road.

The repairs, over 4 miles, were very well made in this case by the overseer. Unfortunately, however, the bush fires destroyed an approach to what is known as "Devil's Gap" after the work was finished, which caused an additional outlay. Expenditure, $1,152.58.

14. Macaulay Road South.

This outlay was entirely in consequence of its destruction by fire of about 4 miles, which made the road completely impassable.

Along this section of country several persons suffered severe losses.

The repairs were made as promptly as possible. Outlay, $516.18.

15. Muskoka Road.

This road, which is a very important one, was repaired over a length of 24 miles, and in addition was produced northerly, as far as Stony Creek in the township of Strong, the length of new road being 2¼ miles.

The first portion repaired was from Utterson, southerly; the second from Huntsville, northerly, 9 miles; and the third from Berriedale, southerly, 8 miles. The repairs have been well made and the road very much improved. Expenditure, $5,426.16.

16. Maganetawan Road.

This now connects the Nipissing and Muskoka Roads, having this year been made from lot 6 in the 14th concession of Ryerson, to a point 1¾ miles east of the Muskoka Road, and is generally upon the town line of Chapman and Ryerson, and of Armour and Strong. Six miles are the number made during the season, and is through a thriving settlement. Expenditure, $1,224.47.

17. Mills Road.

Work here was begun at the south boundary of the township of Hardy and ended at lot 35 in the 7th concession of the same township; length, 6 miles.

In this expenditure is included a bridge, 90 feet long, over Wolf River, which is nearly completed.

The immediate country through which this portion of road passes is good farming land of hardwood and mixed timber, and settlers have already reached the end of the road. Expenditure, $3,050.74.

18. Muskoka and Bobcaygeon Road.

Two and a half miles repaired from Grassmere westerly. A large stony hill on the route was thoroughly repaired. Expenditure, $499.85.

19. Monteith and Perry Road

Was extended from the side line between lots 5 and 6, in the 10th concession of Bethune easterly, following approximately the 10th concession line to lot 19, a length of 3¾ miles. This portion is through a rough and broken country.

In addition to the above, 4 miles were repaired between Emsdale and Kearney. Expenditure, $1,255.45.

20. McDougall Road.

This road is made from a point near Parry Sound easterly through McDougall township.

Four and a half miles repaired, beginning at Parry Sound. Expenditure, $499.95.

21. McDonald's Creek Bridge,

Built over a creek of the same name, for the purpose of enabling some settlers to reach the Kearney road.

Bridge 112 feet in length. Cost, $175.

22. Nipissing Road.

Of this road 2¼ miles were graded and finished, and 4¾ miles chopped out as a winter road. The south-east bay settlers are thus enabled to reach Nipissing village by land, although the road is necessarily rough and unfinished.

The bush fires destroyed the bridge over Bear Creek, which had to be rebuilt, and is included in the expenditure, $1,057.34.

23. North-West Road.

This road was extended 4 miles, and now terminates in the 8th concession of Harrison, its general course being from Parry Sound north-westerly. Upon this road also the fires did considerable damage, causing an extra expenditure. Outlay, $1,043.94.

24. Northern Road.

Two sections of this were repaired; the first being between Parry Sound and McKellar, 8 miles; and the second between Dunchurch and Commanda, 29 miles—total, 37 miles. The portion between Parry Sound and Dunchurch was left in very fair order, and should in future be kept by the municipalities. Expenditure, $3,008.94.

25. Orange Valley Road.

Two miles made. It now terminates at the west boundary of Spence, running through McKellar from the Rosseau and Nipissing Road. Expenditure, $500.

26. Peninsula Road.

The course of this road is from Port Carling through Humphrey and Medora townships, towards Rosseau. The season's work began on lot 22 between concessions 11 and 12 of Medora, and ended on lot 11 concession 4 of Humphrey. This gives 4 miles as the quantity completed for the appropriation; 3¼ miles are yet required to connect it, as intended, with the Parry Sound Road, near Ashdown. Expenditure, $996.03.

27. Poverty Bay Road.

Begins at Maganetawan village, on the Nipissing Road, and now ends on lot 12 in the 10th concession of Croft. It passes through a very good section of country.

Length made this season, 2¼ miles. Expenditure, $510.50.

28. Ritchie's Bridge.

Built to replace one destroyed by flooding. It is upon lot 19 between concessions 11 and 12 of Chaffey. The residents were in much need of this, having asked and petitioned for it repeatedly. Cost, $150.

29. Rosseau and Nipissing Road.

This, as in the case of several of the main roads, was repaired in two sections, the first being between Rosseau and Spence, some 28 miles, and the second from two miles north of Commanda to Nipissing village, 9 miles.

This latter section was much in need of the repairs made upon it, and it was also found that the amount set apart for the work was insufficient to enable the overseer to reach the village of Nipissing. An additional sum of about $900 was allowed, and the result has been very satisfactory.

As one instance of the value of these repairs, I may mention that freight rates to the end of the road were reduced 25c. to 50c. per 100 lbs.

The repairs over the first named portion of the road were of a less permanent character, though with them the road is much improved. $4,950.57.

30. Sinclair Road and Bridge.

Two and a quarter miles built this season.

The road now reaches lot No. 2 concession 13 of Sinclair. Expenditure, $800.

A bridge was also built in connection with the road, spanning East River, about lot 3 in the 11th concession. Its main span is 60 feet and length 132 feet. The difficulty in procuring good sound timber made this bridge somewhat more expensive than the average cost of all others built during the season, while its cost, $716.32, is by no means excessive.

31. Stisted Road.

Repairs here were made between the Cardwell Road and the Perry and Monteith Road, about 15 miles.

Bush fires destroyed a bridge and some cross-waying, causing a small additional outlay. Expenditure, $1,084.58.

32. South River Bridge.

Built upon the road allowance between concessions 12 and 13 on lot 23 of Himsworth.

The bridge is 106 feet long, having one main span of 66 feet.

This work was very much required to allow traffic over the river. Cost, $671.80.

33. Savage Settlement Road.

One and three-quarter miles were made of this road, from Kearney southerly to lot 30, between concessions 8 and 9 of Perry; jogging thence 10 chains west; and from thence again southerly to lot 27, concession 7.

In addition to this work, a bridge destroyed by fire was rebuilt. Cost, $695.65.

34. Stony Creek Bridge

Crosses the creek on the line of the Maganetawan Road. It is 112 feet long with a centre span of 40 feet, and is said to be an excellent structure. Cost, $542.12.

35. Stony Lake Bridge.

Built at the present terminus of Muskoka Road over Stony Creek.

Bridge 195 feet long, formed of framed bents and one 30 feet span, and is a thoroughly well made and workmanlike job.

Being built in connection with the road work, its exact cost was not ascertained, but is approximately $600.

EAST DIVISION.

1. Anstruther Road.

The beginning of this road is on the 2nd concession of A, and runs north on line between lots 33 and 34 to the 8th concession of the township of Anstruther. Four miles were constructed this season. The road in the first instance was cut out by the inhabitants as a trail to connect two settlements. Expenditure, $829.02.

2. Addington Road.

At the request and upon the representation of the Reeve and Council of the township of Abinger, together with the recommendation of the Inspector, a deviation was made on this road from Massanoga Lake, which when completed will be about 6½ miles in length. The appropriation was however insufficient for the purpose, and therefore but 3 miles were accomplished.

In addition to the above, 3 miles of repairs were made upon the same road. Expenditure, $1,301.99.

3. Anglesea Road.

Repairs were commenced on this road at its intersection with the Addington Road, and made over some 6 miles. Expenditure, $424.76.

4. Algona and Pembroke Road.

This road runs from North Algona township, northerly and easterly through Wilberforce township to the Pembroke and Eganville Road. Its length is 5 miles, which distance was repaired throughout, and very much improved by the outlay, $509.

5. Arden Road.

The commencement of this road is at a point on the Tamworth and Arden Road, about 1½ miles south of Arden, in the township of Kennebec, and thence easterly to Parham, in Hinchinbrooke. The overseer began work 1½ miles from the west end and wrought over the whole road except one mile or thereabout. Seven miles of repairs. Cost, $606.97.

6. Bagot Road

Runs through the townships of Blithfield, Bagot and Brougham. This season's work was upon 5 miles in the last named township, beginning upon lot 3 in the 13th concession and ending upon lot 6 in the 8th concession. The work is said to be well performed. Expenditure, $622.52.

7. Bolsover Road.

The amount allowed the overseer of this road enabled him to repair it over a distance of 12 miles. The road is in the township of Carden, and is what has been previously designated as the Carden and Dalton Road. Expenditure, $501.47.

8. Bobcaygeon Road.

Repairs were made on this leading highway from Black River bridge in Ridout township to lot 27 concession A of Sherborne, 5¼ miles; and in addition it became necessary to expend above $500 in repairing 3½ miles which were seriously damaged by bush fires between Kinmount and Minden. General repairs were also made from Kinmount southerly for 3½ miles, making total repairs of 12¼ miles. Expenditure, $1,709.13.

9. Burleigh Road.

Ten miles of this road were repaired, namely, from Apsley southerly. The bush fires did serious damage in this case also, destroying a traffic which could not be resumed till one large bridge and some smaller ones were rebuilt. These latter repairs were at the northerly end of the road, and extended over two miles, making a total of 12 miles repaired. Expenditure, $756.11.

10. Buckhorn Road.

The Buckhorn Road, which runs through the townships of Harvey, Cavendish and Glamorgan, was repaired from lot 23 in 8th concession of the first named township, northerly, 10½ miles, and of this length 6 miles were very thoroughly improved in the low lying portions of the road. Expenditure, $800.

11. Barrie Road.

This road connects the Frontenac and Addington Roads. Three miles were graded and much improved, and other portions somewhat bettered. Expenditure, $415.08.

12. Bonnechere Bridge and Road,

At the south end or foot of Golden Lake ; spans the river of the same name, and connects North and South Algona, enabling settlers to the south of the bridge to reach a post office, stores, etc. The length of the structure is 236 feet, comprised of a main Queen post span of 60 feet, the remaining spans being about 26 feet. In addition, about one-quarter mile of road was constructed, mostly high crossway and embankment to connect with existing roads.

The whole work is well and cheaply done. Cost, $1,577.66.

13. Chandos Road.

There were 10 miles of this road repaired and 1⅓ miles made new.

The commencement of the road is at Aspley, in Anstruther township, and from thence it runs easterly to lot 15 or centre of the township of Wollaston. Expenditure, $700.

14. Cobden and Eganville Road.

As its name would suggest, this road is to extend from Cobden to Eganville, through the townships of Bromley and Grattan.

One and a half miles were worked upon this season in Bromley, from the line between the 2nd and 3rd concessions, westerly, along the road allowance between lots 15 and 16.

It has been used heretofore as a winter road. Expenditure, $505.

15. Denbigh Road.

This road, which was described in last year's report, is now completed to the Madawaska River, a total length of 7¾ miles, of which 4 were made this season.

This was originally a lumber road. Expenditure, $383,18.

16. Douglas Road.

Three miles is the whole extent of this road.

It extends from Hayley's station on the Canada Central Railway (lot 23 concession 3 of Ross), westerly, to connect with the road in Admaston leading to Renfrew. The country is rough and uneven, and the road was impassable prior to the present expenditure, $1,000.

17. Eganville and Osceola Road.

From the town line between Alice and Stafford, two and three-quarter miles of this road have been very much improved southerly. Expenditure, $417.53.

18. Eganville and South Algona Road.

The purpose of this short road of two miles is to make connection with the Opeongo Road at or near the town line between South Algona and Brudenel, for the convenience of the settlers. It extends from the north-east angle of the latter township, southerly.

It was originally a winter road, but is now a good waggon road for all general purposes. Expenditure, $500.

19. Flinton Road.

This road extends north-easterly from Bridgewater through the township of Elzevir, to intersect the Bobcaygeon Road.

Three and a half miles were much improved this year, beginning 3 miles from Bridgewater and extending towards Flinton. Expenditure, $554.33.

20. Frontenac Road.

Work here was begun on lot 17 in the 4th concession of Olden.

Two deviations were made for the purpose of improving the road, amounting to 190 rods. Altogether 12 miles of repairs were made, and the road is thereby materially improved. Expenditure, $800.

21. Frontenac Junction Road

Leads from the Frontenac Road in Clarendon township to Clarendon station on the Kingston and Pembroke Railway. Two and a half miles of it were repaired; also, the road was produced from the railway station to connect with an established road leading to Perth. This production is in length 3 miles, which is only chopped out as a winter road.

Whole length of work is 5½ miles. Expenditure, $698.82.

22. Glastonbury Road

Is a new one, from the Addington Road to Glastonbury, and from thence into the township of Kennebec.

Eight miles were very well repaired. Expenditure, $527.19.

23. Grattan Road

Is in the township of the same name, and extends from the line between the 17th and 18th concessions, crossing lots 21 to 26 to the Eganville and Foy Road, 1½ miles.

The country being very rough and stony these repairs were necessary to make the road at all passable for general traffic. It is now in good condition. Expenditure, $317.

24. Hastings Road.

Two sections of this road were repaired, the first being from Thanet, in the 2nd concession of Wollaston, northerly, 7 miles, and the second from the Peterson Road, northerly, 6 miles, the work being chiefly the reduction of heavy grades upon hills so numerous in that locality. Expenditure, $1,066.80.

25. Hagarty and Brudenel Road.

Prior to the labour of the present season this was simply a winter road, now it is a good one for all general purposes. It commences where the boundary line between Hagarty and Sherwood intersects the Opeongo Road, and extends northerly into the township of Hagarty, to reach a very fair settlement of Polanders.

Its length is 4 miles. Expenditure, $739.55.

26. Horton and Ross Road.

This highway passes through Westmeath, Ross and Horton townships near the west shore of the Ottawa River, and leads into the Village of Renfrew. Five miles of the road have been improved in a very permanent style, a good deal of gravel being used upon the low portions, so numerous upon this road, thus elevating its general surface and finishing it in a durable manner. Expenditure, $995.95.

27. Haley's Station Road.

A road running westerly along the south boundary of Ross township from the line between the 6th and 7th concessions.

The present outlay was for the purpose of making the road passable through a portion of low and wet land. One-third of a mile was the length of work. Expenditure, $300.

28. Herschel and Faraday Road.

The outlay in this instance was for the purpose of improving the road previously cut out by the inhabitants along the town line after which the road is named.

Three and a quarter miles were worked upon, and a considerable improvement has been made.

The road runs into what is known as the York River Mills. Expenditure, $150.

29. Island Road.

This Island Road is in the township of Stanhope.

The portion now constructed is from lot 9 concession 7 to lot 10 in concession 9, a distance of 1¼ miles. The work is well reported. Expenditure, $300.89.

30. Kirkfield Road.

These repairs were made mutually with the municipalities interested and the Government, the former contributing $250 towards the work.

The money was spent in repairing upon 13 miles from Kirkfield village, southerly, and 3 miles northerly of the same village.

In this distance of 16 miles three-quarters of a mile of new road were made in the shape of diversions. Departmental expenditure, $731.05.

31. Lavant Road.

The work was commenced on the east side of the township of Lavant, and repairs were made to the west boundary; 13 miles.

The Kingston and Pembroke Railway crosses this line. Expenditure, $994.49.

32. Miner's Bay Road.

This road was damaged by bush fires to the extent of the outlay made upon it. The disaster extended over a distance of 4 miles.

The repairs made are of a very permanent character. Expenditure, $259.59.

33. Monmouth Road.

This is an entirely new road, leaving, what is known in that district, as the Kennaway Road, from a point near the town line of Dudley and Dysart, in the 5th concession, and runs from thence south-easterly, towards a good settlement in Monmouth, the inhabitants of which at the present time are unable to reach their market, Haliburton, otherwise than on foot.

Three and a quarter miles were this year made through a rough and broken country. Expenditure, $722.46.

34. Monck Road.

Repairs of this road were made at several points. It was repaired from its intersection with the Hastings Road, westerly, to the Burleigh Road, 17 miles. Repairs were also made between the Cameron Road and the Victoria Road, and from Kinmount, easterly, towards the Burleigh.

This road, with many others, suffered very much from the bush fires, and was repaired at additional cost. Altogether about 30 miles received repairs. Expenditure, $1,617.13.

35. Minden and Haliburton Road

Branches from Minden Road at its intersection with the road between concessions 4 and 5 of Minden township. One and a half miles repaired. Expenditure, $303.36.

36. Methuen Road.

This road runs northerly and southerly through Methuen township.

It was very much out of repair, requiring the present expenditure upon the most southerly 5 miles to make it fairly passable. Expenditure, $300.

37. Monteagle Road.

Two routes were proposed for this road, and after an examination of both it was deemed advisable to expend $300 upon the line between lots 10 and 11 and the balance of the appropriation on a selected route from the Hastings Road, easterly, both roads being in the township of Monteagle.

One and a half miles were made over the former and three-quarters of a mile over the latter portion.

By this arrangement two settlements were at least partially accommodated. Expenditure, $511.87.

38. Mississippi Road.

Two sections were repaired in this instance: one being from the Hastings Road, easterly, to the York River, 6 miles; the other, from the Addington Road, westerly, 10 miles.

These repairs include several important deviations from the original line to avoid steep hills, as also the cleaning up and grading of $1\frac{1}{8}$ of a two-mile road, made by the settlers, a diversion of the above road. Altogether $17\frac{1}{2}$ miles were made or improved, in addition to which two bridges were repaired which the bush fires had destroyed. Expenditure, $1,330.11.

39. McNab Road.

It is intended that this road shall strike the Ottawa River at Rhodes Bay.

It begins on the road allowance between the 8th and 9th concessions of McNab township.

The expenditure of this season was confined to that portion in the 9th concession, the money being spent upon heavy hills and building good permanent bridges. Expenditure, $507.

40. McClintock Road

Commences on the Bobcaygeon Road, on lot 32, concession A of Sherborne, and is made from thence, easterly, through concession A and lot 1 of the 13th concession; thence it is produced north-easterly, through lot 2 in the last named concession, and through lots 3 and 4 in the 14th concession.

This distance of 2 miles made this year is through a rough and broken country, but if produced will reach a better class of farming land. Expenditure, $438.32.

41. Opeongo Road.

This road was repaired from Shamrock village (about 10 miles west of Renfrew) to the village of Dacre, 6½ miles, and again from Constance Creek (some 26 miles west of Renfrew), westerly, to Vanbrugh, 7 miles, making 13½ miles of road very well repaired. Expenditure, $1,046.05.

42. Peterson Road.

Repairs were made upon three divisions of this road, namely: 1, from the Haliburton Road in Guilford, westerly, to the Bobcaygeon Road; 2, from the Hastings, 2 miles west and 5 east; and 3, between Brudenel and Rockingham, 12 miles—making a total of 24 miles, which have been put in a very good condition for travel. Expenditure, $1,770.50.

43. Perth Road.

Four miles were repaired of this road in the township of Loughboro', comprising the building of many culverts, grading, etc. Expenditure, $531.80.

44. Pembroke and Alice Road.

The improvements effected upon this road are, raising the road bed over 1½ miles, reducing a heavy gradient in a hill, and making a loose stone culvert through a ravine. Two miles of work.

The road is from Pembroke into the township of Alice. Expenditure, $650.

45. Pembroke and Eganville Road.

These repairs were begun at the outlet of Lake Doré, in the township of Wilberforce, and continued 3 miles in the direction of Pembroke. Expenditure, $440.40.

46. Pembroke and Mattawa Road.

Twenty-one miles were repaired of this road, north-westerly, from a point 16 miles above Pembroke.

The bridge over Chalk River was also re-covered with 3-inch pine planking. Expenditure, $502.38.

47. Pembroke and Algona Road.

This is a short road in the township of South Algona which connects with another between Eganville and Brudenel. It is on the north side of Silver Lake and runs easterly and westerly, in the 5th concession, from lot 10 to lot 22; 3½ miles.

It was very much in need of the repairs made. Expenditure, $360.45.

48. Snowdon Road and Bridges.

This road extends from the Monck Road to Minden station on the Victoria Railway, and is a very good one throughout.

One mile was made anew and two bridges, each 124 feet in length, worth together fully $500. Expenditure, $736.03.

49. Sebastopol Road.

Prior to the expenditure of this season this road had been chopped out roughly, but was impassable for waggons. It is now reported as a very fair road.

It leaves the Opeongo Road, about 33 miles west from Renfrew, at a place called Vanbrugh, and from thence south-westerly into the township of Lyndock.

Its length, 8 miles, were made with the appropriation, $800.

50. Tudor Road.

In last year's report this road is described.

This year 4 miles were repaired and 4 miles made of new work. The road now reaches to the south town line of Mayo. Expenditure, $999.98.

51. Victoria Road.

Fire, in this instance, did serious damage to the road south of Uphill P.O., causing a very considerable expenditure in repairing the calamity. In addition, however, repairs were made over about 17 miles from about six miles south of the Nipissing Railway crossing of the road, northerly.

The Victoria Council contributed $250 towards this work. Expenditure, $740.89.

52. Vennachar Road.

This was a short road cut out by the settlers in the townships of Abinger and Matawatchan. It leaves the first-named township on lot 14 in concession 16 and runs thence northerly along the west limit of said lot to the north boundary of Abinger, and thence north-easterly to the west boundary of Matewatchan, on lot 2 concession 1, a distance of 4½ miles, which were repaired throughout and made, what it was not previously, a very good road. Expenditure, $623.34.

53. Wilberforce Road.

The whole length (3½ miles) of this road was repaired and put into good order.

Its course is along the boundary between Wilberforce and Alice townships, from lot No. 6, westerly, to the line between 15 and 16, and thence southerly one mile. Expenditure, $500.

54. Wollaston and Faraday Road.

This road is between the townships whose name it bears. It had previously been opened roughly by the municipalities, but not sufficiently for general use.

The appropriation has materially improved it over a length of 3½ miles. Expenditure, $150.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS IN 1881.

I.

North Division.

1.	Batchewaning	Road	$1,170 70
2.	Coffin	"	815 77
3.	Coffin Additional	"	630 32
4.	"D" Line, St. Joseph's Island	"	783 61
5.	Echo River	Bridge	1,178 31
6.	Gore Bay	Road	637 00
7.	Galbraith	"	1,177 20
8.	Kaminstiquia	"	1,055 00
9.	Kakabeka Falls	"	1,245 00
10.	Lake Wolsey	"	649 20
11.	Little Current and West Bay	"	100 00
12.	Manitou and Green Bay	"	566 50
13.	Manitouaning and Ten Mile Point	"	505 00
14.	Michael's Bay	"	552 60
15.	Mudge "	"	520 00
16.	Manitou River	Bridge	382 04
17.	Oliver	Road	2,199 46
18.	Pigeon River	"	300 00
19.	Port Finlay	"	551 43
20.	Providence Bay	"	659 70
21.	Sandfield "	"	1,007 75
22.	Thessalon River	Bridge	525 00
			$17,211 59

II.

West Division.

1.	Buck Lake	Bridge	$604 87
2.	Beaver "	"	446 07
3.	Commanda	Road	530 00
4.	Christie	"	513 05
5.	Cardwell	"	1,029 18
6.	Cardwell Extension	"	717 95
7.	Dalton and Washago	"	175 73
8.	Eagle Lake	"	500 00
9.	Gurd	"	1,050 45
10.	Indian Peninsula	"	1,100 00
11.	Lorimer Lake	"	1,580 09
12.	Matchedash	"	767 23
13.	Macaulay	"	1,152 58
14.	Macaulay (South)	"	516 18
15.	Muskoka, Nos. 1, 2, 3 and 4	"	5,426 16
16.	Maganetawan, Nos. 1 and 2	"	1,224 47
17.	Mills	"	3,050 74
18.	Muskoka and Bobcaygeon	"	499 85
19.	Monteith and Perry, Nos. 1 and 2	"	1,255 45
20.	McDougall	"	499 95
21.	McDonald's Creek	Bridge	175 00
22.	Nipissing	Road	1,057 34

23.	Northwest	Road	$1,043 94
24.	Northern, Nos. 1 and 2	"	3,008 94
25.	Orange Valley	"	500 00
26.	Peninsula	"	996 03
27.	Poverty Bay	"	510 50
28.	Ritchie's	Bridge	150 00
29.	Rosseau and Nipissing, Nos. 1 and 2	Roads	4,950 57
30.	Sinclair	Road and Bridge	1,516 32
31.	Stisted	Road	1,084 58
32.	South River	Bridge	671 80
33.	Savage Settlement	Road	695 65
34.	Stony Creek	Bridge	542 12
35.	Stony Lake	"	600 00
			$40,142 79

III.

East Division.

1.	Anstruther	Road	$829 02
2.	Addington, Nos. 1 and 2	"	1,301 99
3.	Anglesea	"	424 76
4.	Algona and Pembroke	"	509 00
5.	Arden	"	606 97
6.	Bagot	"	622 52
7.	Bolsover	"	501 47
8.	Bobcaygeon, Nos. 1 and 2	"	1,709 13
9.	Burleigh, Nos. 1. and 2	"	756 11
10.	Buckhorn	"	800 00
11.	Barrie	"	415 08
12.	Bonnechere	Road and Bridge	1,577 66
13.	Chandos, Nos. 1 and 2	Road	700 00
14.	Cobden and Eganville	"	505 00
15.	Denbigh	"	383 18
16.	Douglas	"	1,000 00
17.	Eganville and South Algona	"	417 53
18.	Eganville and Osceola	"	500 00
19.	Flinton	"	554 33
20.	Frontenac	"	800 00
21.	Frontenac Junction	"	698 82
22.	Glastonbury	"	527 19
23.	Grattan	"	317 00
24.	Hastings, Nos. 1 and 2	"	1,066 80
25.	Hagarty and Brudenel	"	789 55
26.	Horton and Ross	"	995 95
27.	Haley's Station	"	300 00
28.	Herschel and Faraday	"	150 00
29.	Island	"	300 89
30.	Kirkfield, Nos. 1 and 2	"	731 05
31.	Lavant	"	994 49
32.	Miner's Bay	"	259 59
33.	Monmouth	"	722 46
34.	Monck, Nos. 1 and 2	"	1,617 13
35.	Minden and Haliburton	"	303 36
36.	Methuen	"	300 00
37.	Monteagle	"	511 87
38.	Mississippi, Nos. 1 and 2	"	1,330 11

39. McNab	Road	$507 00
40. McClintock	"	438 32
41. Opeongo	"	1,046 05
42. Peterson, Nos. 1, 2 and 3	"	1,770 50
43. Perth	"	531 80
44. Pembroke and Alice	"	650 00
45. Pembroke and Eganville	"	440 40
46. Pembroke and Mattawa	"	502 38
47. Pembroke and Algona	"	360 45
48. Snowdon	Road and Bridge	736 03
49. Sebastopol	Road	800 00
50. Tudor	"	999 98
51. Victoria	"	740 89
52. Vennachar	"	623 34
53. Wilberforce	"	500 00
54. Wollaston and Faraday	"	150 00
		$37,577 15

RECAPITULATION.

I. North Division	$17,211 59
II. West Division	40,142 79
III. East Division	37,577 15
IV. Inspection and Locations	3,620 58
V. Balances of 1880	3,367 11
	$101,919 22
Less Refunds	162 41
Total expenditure	$101756 81

Number of miles of new roads made	133
" " roads repaired	544
" bridges built	16

HENRY SMITH,

Supt. of Col. Roads.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1881.

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO

FOR THE YEAR

1882.

Printed by Order of the Legislative Assembly.

Toronto:
PRINTED BY C. BLACKETT ROBINSON, 5 JORDAN STREET.
1883.

CONTENTS.

PAGE.

COMMISSIONER'S REPORT :—

Sales—Crown Lands ..... v.
" Clergy Lands ..... v.
" Common School Lands ..... vi.
" Grammar School Lands ..... vi.
Collections and Revenue ..... vi.
Disbursements ..... vi.
Revenue arising from Crown Timber ..... vi.
Free Grants vi
Crown Surveys ..... vii.
Municipal Surveys ..... vii.
Mineral Surveys ..... vii.
Colonization Roads ..... vii.
General Observations—Woods and Forests ..... viii.
" Mines and Minerals ..... viii.

APPENDICES :—

Return of Officers and Clerks in the Department 1
" Crown Land Agents for sale of lands 3
" " " disposal of Free Grants 4
Statement of lands sold and amounts, sales and collections 5
" Gross Collections 6
" Receipts considered as Special Funds 7
" Gross Disbursements 8
" Letters Received and Mailed 11
" Timber and amounts accrued from Dues, etc 12
" Revenue collected from Woods and Forests 14
Return of Crown Timber Agents, etc 15
" Locations, etc., under Free Grants Act 16
Reports on Mining—R. Macpherson 20
" " Wm. Coe 22
" " Chas. J. Pusey 24
Statement of Crown Land Surveys completed 27
" " " in progress 28
" Municipal Surveys ordered 29
" " " confirmed 30
" Mineral Lands Patented in Unsurveyed Territory 31
" Work performed in Survey Branch 33
" Candidates who have passed Board of Examiners 34

PAGE.

SURVEYORS' REPORTS :—

District of Nipissing—Timber Berths north of French River 35
" " Township of Dunnett 37
" " " Hugel 38
" " " Ratter 39
" " " Kirkpatrick 40
" " " Hagar 41
" " " Field 42
" " " Dryden 44
" " " Wilkes 44

REPORT ON COLONIZATION ROADS :—

North Division 47
West Division 51
East Division 57
Summary of Expenditure 67
Recapitulation 70

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO

FOR THE YEAR 1882.

To His Honour the Honourable JOHN BEVERLEY ROBINSON,
Lieutenant-Governor of the Province of Ontario:

MAY IT PLEASE YOUR HONOUR,

I have the honour, in conformity with the provisions of the Act respecting the Sale and Management of the Public Lands, to submit to Your Honour the following Report of the proceedings, transactions and affairs of the Department of Crown Lands for the year 1882, commencing as usual, with statistical details, and concluding by general observations.

CROWN LANDS.

There were sold of the Crown Lands during the year 1882, 98,814 acres. The sales amount to $96,641, and the collections to $109,072, being nearly double the amount realized from the same source during the year 1881. (*See Appendix No. 4, page 5.*)

The increase in the amount of collections may be attributed to some extent to the improvement in the money market which has afforded former purchasers greater facilities for obtaining money to pay up the sums owing by them to the Department, but it is also partially due to the increased sale of mining lands on the north shores of Lakes Huron nd Superior, and of iron and phosphate lands in the Counties of Peterboro', North Hastings, Lennox, Addington, Frontenac, and Renfrew.

CLERGY LANDS.

There were sold of the Clergy Lands during the year 1882, 4,693 acres. The sales amount to $5,595, and the collections to $25,785. (*See Appendix No. 4, page 5.*)

The only revenue now derived from Clergy Lands is confined to the receipts on account of sales made from year to year of the few scattered lots remaining unsold, and to the sums collected on former sales. As might be expected, the revenue derivable from this source continues to diminish.

COMMON SCHOOL LANDS.

There were sold of the Common School Lands during the year 1882, 555 acres. The sales amount to $2,055, and the collections to $29,635. (*See Appendix No. 4, page 5.*)

The Common School Lands being nearly all sold, the moneys collected from this source are derived almost exclusively from collections made on account of former sales. This source of revenue is therefore diminishing from year to year.

GRAMMAR SCHOOL LANDS.

There were sold of the Grammar School Lands during the year 1882, 1,959 acres. The sales amount to $2,001, and the collections to $6,365. (*See Appendix No. 4, page 5.*)

COLLECTIONS AND REVENUE.

The total collections of the Department during the year 1882 amount to $1,095,152. (*See Appendix No. 5, page 6.*)

DISBURSEMENTS.

The gross disbursements of the Department for the year 1882 amount to $203,444, (*See Appendix No. 7, page 10.*)

REVENUE ARISING FROM CROWN TIMBER.

The accounts for timber dues, ground rents, etc., during the year amount to $547,103, and the total collections on account of timber dues, ground rents and bonuses, amount to $894,052. (*See Appendices Nos. 9 and 10, pages 13 and 14.*)

FREE GRANTS.

At the date of my last Report there were open for location under the Free Grants and Homestead Act, 122 townships, and during the year 1882 the Township of Galway, in the County of Peterboro', was added, making a total of 123 townships now open for location. During the year 932 locations were made on 129,535 acres of land, and 5,562 acres were sold to 150 locatees.

During the same periods 624 lots located in former years were resumed for non-performance of the settlement duties, and 502 Patents were issued to Free Grant Settlers. (*See Appendix No. 12, page 19.*)

CROWN SURVEYS.

The undermentioned surveys have been performed during the year 1882, that is to say:

The Townships of Biggar, Canisbay, Devine, and Pentland in the District of Nipissing, in the Huron and Ottawa Territory, have been subdivided into farm lots of 100 acres each, and the Townships of Awrey, Dryden, Dunnet, Hagar, Hugel, Kirkpatrick, Lewis, Ratter, and the residue of Shedden, in the Districts of Nipissing and Algoma, on the North Shore of Lake Huron, into lots of 320 acres each.

The returns of the above named surveys, so far as they have been received, have been examined and closed.

The returns of the surveys of the Townships of Wilkes, in the Huron and Ottawa Territory, and of Badgerow and Field, in the District of Nipissing, and of certain base and exploration lines, north of Lake Nipissing, not having been closed at the date of my last Report, have been examined and closed during the present year.

The surveyor, to whom was entrusted the survey of the base and exploration lines above mentioned not having completed his operations in the field last year, has been actively employed thereon during the present season.

The outlines of a number of Timber Berths, on the North Shore of Lake Huron, have been also run out.

The particulars, in relation to the surveys with the Reports, so far as they have been received will be found in *Appendices Nos. 16 and 17, pages 27 and 28.*

MUNICIPAL SURVEYS.

Two Municipal Surveys have been confirmed during the year, consisting of the establishing of part of the town-line between the Townships of King and East Gwillimbury, and the planting of monuments at the angles of certain lots in the Township of Enniskillen.

Instructions were issued for five Municipal Surveys during the year.

The particulars in relation to the Municipal Surveys will be found in (*Appendices Nos. 18 and 19, pages 29 and 30.*)

MINERAL SURVEYS.

Patents have been issued during the year for 12,073 acres in the unsurveyed territory on the north shores of Lakes Huron and Superior, the purchasers having furnished the required plans, field notes, and descriptions. *(See Appendix No. 20, pages 31 and 32.)*

COLONIZATION ROADS.

There has been expended on Colonization Roads during the year the sum of $111,060, the particulars of which will be found in the Superintendent's Report. (*Appendix No. 32, pages 47 to 70 inclusive.)*

GENERAL OBSERVATIONS.

Woods and Forests.

The sawn lumber and square and waney timber business has been active and remunerative during the past season. In my Report for 1881, I mentioned the fact that the former article had realized greater value than for years past, and that prices obtained for square and waney pine, of good quality and fair average, were higher than during any former period. It is satisfactory to be able to state that during the season just closed there has been no falling off in prices, and that the demand for all kinds of wood goods continues brisk.

The year 1882 has offered no special points for comment in connection with the administration of the Woods and Forests Branch of the Department.

It may not be out of place here to mention that a meeting of the "American Forestry Congress" was held at Montreal in August last, at which the Government of Ontario was represented by gentlemen qualified to note proceedings and deal with points brought forward by the several speakers with regard to Agriculture generally, Practical Husbandry, Fruit Growing, Tree Planting, etc., and the officer in charge of the Woods and Forests Branch was detailed to give special attention to matters relating to timber, and to means which might be suggested or proposed for the Preservation of Forests from Fire. This subject, in the original programme, was committed to a special section of the Congress to deal with, but on account of its great importance it was decided that it should be discussed at a sitting of the whole Congress. At this sitting various opinions were advanced as to the best means of preventing forest fires, and a committee composed of gentlemen from the United States and Canada, connected with the lumber business, was appointed to make such recommendations on the subject to their respective Governments, as might be deemed expedient. No intimation as to the measures the Committee had resolved to recommend has yet reached the Ontario Government, but when made known they will receive the most careful consideration.

MINES AND MINERALS.

Gold and Silver.

I regret my inability to report much progress in mining for the precious metals during the year. Some progress has been made, however, in mining for silver, and it is said that some rich veins of silver and of gold-bearing quartz have been discovered in different parts of the Province during the year.

Iron.

Since the date of my last Report, extensive explorations for iron have been made in the Counties of Peterboro', Hastings, Addington, Frontenac, and Lanark, and a considerable number of valuable deposits of iron ore have been discovered. Some of these deposits have been opened up and are found to be very extensive, and the quality of the ore is said to be of the best description for the manufacture of Bessemer Steel.

The want of facilities for sending the ore to market has been seriously felt by those engaged in the development of our iron mines, and has been the cause of a comparatively small quantity of ore finding its way to market during the year, but now that railways are being constructed in different directions through the Mining Districts, it is hoped that some of them will be in such a state of completion as to facilitate the shipment of a large quantity of ore during the next summer.

Notwithstanding the want of railway facilities in some of the localities, the undermentioned quantities have been sent to the United States, during the year, that is to say :

From the Wallbridge Mine, by rail, to Belleville, about....	30,000	tons.
" Ottawa Section, by the Canadian Pacific Railway..	1,000	"
" " " by the Rideau Canal.....	7,053	"
" Caldwell Mine, in Lavant, by K. & P. Railway....	1,235	"
" Bethlehem Iron Companies' Mine, in Lavant, by K. & P. Railway.....	16,589	"
" Mississippi Mine, in Palmerston, by K. & P. Railway	15,754	"
" Glendower Mine, in Bedford, " "	291	"
Total shipment during the year.....	71,922	tons.

In addition to which a large quantity of ore has been raised at the different mines and is ready for shipment by water in the spring, and by rail when the roads now in the course of construction shall have been completed.

Messrs. Parry & Mills are busily engaged in the erection of a Coal Blast Furnace, for smelting ore, in the Township of Snowden, and expect to have a furnace capable of producing 30 tons of Pig Iron per day, in active operation, early next spring.

Phosphates.

The high prices obtained for phosphates, last summer, have induced several parties to engage in phosphates mining, and the consequence is an increased production. The undermentioned quantities have been sent forward and shipped at the ports of Kingston and Brockville, during the year, that is to say :

From Loughboro' and Storrington, by teams, to Kingston...	2,116	tons.
" Bob's Lake, in Bedford, by K. & P. Railway.....	790	"
" The Renfrew Mines, by Canada Pacific Railway.....	216	"
" North Burgess, " " "	120	"
" " " " Rideau Canal.....	1,460	"
" Opinecon Lake, " " "	515	"
Total quantity shipped.....	5,227	tons.

In addition to which, the undermentioned quantities have been mined and are ready for shipment in the spring :

In North Burgess	1,500	tons.
" Oso, at Irwin & Hopper's Mine	500	"
" A mine opened by the late J. Gould, near Cobden	10	"
Total quantity mined and ready for shipment	2,810	tons.

Mica.

Mica of a very superior quality has been discovered on the line between the Townships of Clarendon and Palmerston, in the County of Frontenac, and is now being worked by an American Company.

My information about mines and minerals has been chiefly obtained from the interesting letters of Messrs. William Coe, C. J. Pusey and Richard McPherson, which will be found in *Appendices Nos. 13, 14 and 15, and pages 20* to *26*, inclusive, and which are well worth a careful perusal.

Respectfully submitted,

T. B. Pardee,
Commissioner of Crown Lands.

Department of Crown Lands,
Toronto, 30th December, 1882.

APPENDIX No. 1.

RETURN of Officers and Clerks in the Department of Crown Lands for the year 1882.

BRANCH.	Name.	Designation.	When Appointed.	Salary per annum.	REMARKS.
				$ c.	
	Hon. T. B. Pardee	Commissioner	1873, December 4	4,000 00	
	Thos. H. Johnson	Assistant Commissioner	1869, August 21	2,800 00	
	George Kennedy	Law Clerk	1872, February 1	1,800 00	
	T. W. Gibson	Shorthand Writer and Clerk	1880, August 18	1,000 00	
Free Grants and Sales	A. Kirkwood	Chief Clerk	1854, March 21	1,700 00	
	J. M. Grant	Clerk	1860, May 12	1,250 00	
	J. J. Murphy	Clerk in charge of Free Grants	1872, May 1	1,100 00	
	P. Alma	Clerk	1871, August 1	950 00	
	Julian Sale	Clerk	1871, August 5	800 00	
Surveys, Patents and Roads	G. B. Kirkpatrick	Chief Clerk	1866, January 30	1,700 00	
	W. Revell	Clerk	1871, October 2	1,000 00	
	E. Fox	Chief Clerk, Patents	1857, September 28	1,400 00	
	A. J. Taylor	Clerk	1872, October 1	1,200 00	
	H. Smith	Superintendent of Colonization Roads	1881, January 1	1,800 00	
	C. Cashman	Clerk	1872, September 1	1,000 00	
Woods and Forests	G. B. Cowper	Chief Clerk	1857, October 14	2,000 00	
	A White	Clerk	1882, January 1	1,700 00	
	J. A. G. Crozier	Clerk	1867, December 1	1,200 00	
	H. G. Langlois	Clerk	1868, August 1	1,100 00	
	E. G. Kirby	Clerk	1869, August 1	700 00	

RETURN of Officers and Clerks in the Department of Crown Lands for the year 1882.

BRANCH.	Name.	Designation.	When Appointed.	Salary per annum.	REMARKS.
				$ c.	
Accounts	D. George Ross	Accountant	1861, April 15	1,500 00	
	R. H. Browne	Chief Clerk Agents' Returns	1862, May 14	1,250 00	
	C. P. Higgins	Clerk	1873, July 1	850 00	
	E. Leigh	Clerk	1873, December 20	800 00	
	J. Morphy	Registrar	1851, June 1	1,600 00	
	J. Bradshaw	Office-keeper	1852, March 27	500 00	
	A. McDonald	Messenger	1862, May 19	500 00	

D. GEORGE ROSS,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1882.

APPENDIX No. 2.

List of Crown Land Agents for Sale of Lands.

Name.	County.	Date of Appointment.	Commission.	REMARKS.
			$ c.	
R. Macpherson	Part of Frontenac	1871, July 18	500 00	Salary per annum.
J. McKibbin	Part of Victoria	1870, November 24	58 04	
Alexander McNabb	Bruce	1851, April 29	98 21	Died May, 1882.

D. GEORGE ROSS,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

Department of Crown Lands,
Toronto, 30th December, 1882.

APPENDIX No. 3.

List of Crown Land Agents for the disposal of Free Grants, 1882.

Name.	District or County.	Date of Appointment.	Salary per annum.	REMARKS.
			$ c.	
Anderson, D	Part of Peterborough	1870, November 21	500 00	
Best, S. G	" Parry Sound District	1875, March 23	500 00	
Brown, C. P	" Algoma District	1872, June 25	500 00	
Day, J. F	" Algoma District	1875, July 19	500 00	
Dawson, G. W	" Frontenac and Addington	1882, February 17	500 00	
Fielding, W	" Victoria	1882, February 23	500 00	
Handy, E	" Parry Sound District	1878, January 3	500 00	
Kennedy, A	" Renfrew	1871, August 21	500 00	
Mahon, J	" Renfrew	1875, March 31	500 00	
Mackay, T	" Parry Sound District	1881, December 5	500 00	
Reeves, J	" District of Nipissing	1872, February 12	500 00	
Scarlett, J. S	" Parry Sound District	1880, June 17	500 00	
Stewart, C. R	" Hastings	1882, May 1	500 00	
Tait, J. R	" Hastings	1869, May 28	500 00	
Taylor, T. C	" District of Muskoka	1881, December 15	500 00	
Wright, A	" Thunder Bay District	1875, May 5	500 00	

D. GEORGE ROSS,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

Department of Crown Lands,

Toronto, December 30th, 1882.

APPENDIX No. 4.

STATEMENT of Acres of Land Sold, Amount of Sales, and Amount of Collections for the Year 1882.

SERVICE.	Acres Sold.	Amount of Sales.	Amount of Collections.
		$ cts.	$ cts.
Crown Lands	98,814	96,641 15	109,071 89
Clergy Lands	4,693	5,595 29	25,785 63
Common School Lands	555	2,055 25	29,635 77
Grammar School Lands	1,959	2,000 84	6,365 27
Total	106,021	106,292 53	170,858 56

THOMAS H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1882.

APPENDIX No. 5.

STATEMENT of the Collections of the Department of Crown Lands for the Year 1882.

SERVICE.	$ cts.	$ cts.
Land Collections.		
Crown Lands	109,071 89	
Clergy Lands	25,785 63	
Common School Lands	29,635 77	
Grammar School Lands	6,365 27	
Rent	242 00	
In Suspense	26,351 53	
		197,452 09
Woods and Forests.		
Timber Dues	438,364 46	
Ground Rent	39,637 47	
Bonus	415,932 54	
In Suspense	117 72	
		894,052 19
Casual Fees		672 16
Inspection Fees		2,033 66
Settlers' Homestead Fund		282 90
Destitute Settlers' Refund		513 54
Surveyors' Fee Fund		145 70
		1,095,152 24

THOMAS H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1882.

APPENDIX No. 6.

STATEMENT of the Receipts of the Department of Crown Lands for the year 1882, which are considered as *Special Funds.*

SERVICE.	—	—
Clergy Lands :	$ c.	$ c.
Principal	16,961 77	
Interest	8,823 86	
		25,785 63
Common School Lands :		
Principal	14,849 48	
Interest	14,786 29	
		29,635 77
Grammar School Lands :		
Principal	5,074 10	
Interest	1,291 17	
		6,365 27
Total		$61,786 67

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1882.

APPENDIX No. 7.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the year 1882.

SERVICE.	—	—	—
AGENTS' SALARIES OF DISBURSEMENTS.	$ c.	$ c.	$ c.
Commissions.			
J. McKibbin	58 04		
A. McNabb	98 21		
E. Perry (estate)	6 77		
		163 02	
Agents' Salaries.—Land.			
D. Anderson	500 00		
S. G. Best	500 00		
C. P. Brown	500 00		
J. F. Day	500 00		
G. W. Dawson	500 00		
J. W. Fitzgerald	125 00		
Wm. Fielding	425 70		
E. Handy	500 00		
A. Kennedy	500 00		
T. Mackay	500 00		
R. Macpherson	500 00		
J. Mahon	500 00		
J. Reeves	500 00		
J. S. Scarlett	523 29		
C. R. Stewart	333 33		
J. R. Tait	500 00		
T. C. Taylor	500 00		
A. Wright	500 00		
		8,407·32	
Agents' Salaries.—Timber.			
J. B. McWilliams	2,000 00		
T. E. Johnson	1,600 00		
J. F. Way	1,440 00		
J. McDonald	100 00		
W. J. McDonald	50 00		
C. E. Belle	100 00		
W. Margach	250 00		
		5,540 00	
Agents' Postage.			
D. Anderson	6 90		
S. G. Best	22 03		
C. P. Brown	17 81		
G. W. Dawson	3 20		
J. F. Day	32 72		
W. Fielding	11 50		
J. W. Fitzgerald	9 03		
E. Handy	30 16		
A. Kennedy	8 70		
R. Macpherson	10 38		
T. Mackay	16 56		
A. McNabb	15 24		
J. S. Scarlett	15 26		
J. R. Tait	8 67		
Carried forward			

APPENDIX No. 7—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the year 1882.

SERVICE.	—	—	—
	$ c.	$ c.	$ c.
Brought forward			
Agents' Postage—Continued.			
T. C. Taylor	22 18		
A. Wright	23 75		
A. White	3 93		
E. Perry (estate)	0 75		
		258 77	
Inspections.			
W. Fielding	9 00		
R. Macpherson	16 50		
J. Mahon	5 00		
J. D. Simpson	50 00		
D. E. Buist	90 00		
F. B. Day	319 00		
John Green	20 00		
W. Margach	4 30		
J. Shaw	10 00		
George Bick	775 40		
W. F. Nickerson	130 00		
F. Halliday	54 35		
		1.483 55	
Miscellaneous.			
L. Londry, collecting dues	31 13		
G. B. Cowper, travelling expenses	50 00		
W. Margach. " "	33 00		
J. Shaw, collecting dues, etc	137 12		
J. Brady, checking returns	120 00		
T. Mackay, stationery	3 05		
J. F. Way, disbursements	152 00		
J. B. McWilliams, "	226 90		
A. J. Russell, "	88 71		
		841 91	
			16,694 57
Wood Ranging, and Inspection of Timber Lands.			
W. Margach		845 77	
George Bick		1,060 77	
J. W. Smith		1,314 45	
T. Ludgate		1,307 15	
D. H. Moore		1,229 14	
J. Shaw		945 72	
S. M. Johnson		1,873 95	
J. Halliday		231 00	
F. Halliday		1,360 86	
J. Kennedy		900 00	
A. White		419 50	
J. B. Turgeon		780 00	
J. Brady		980 00	
D. F. Macdonald		1,155 75	
W. Russell		1,850 42	
W. McGown		805 00	
A. Starkey		16 00	
T. C. Taylor		60 00	
Carried forward			

APPENDIX No. 7—*Concluded.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the year 1882.

SERVICE.	—	—	—
	$ c.	$ c.	$ c.
Brought forward			
Wood Ranging, and Inspection of Timber Lands—Continued.			
J. S. Jackson		68 70	
L. Londry		424 75	
T. McGown		130 00	
James Bick		120 00	
W. E. Foote		61 50	
G. Cochrane		105 00	
T. E. Johnson		103 75	
J. Cornell		670 70	
W. Simms		100 00	
W. Freeman		500 00	
			19,419 88
Refunds			7,837 17
Colonization Roads			110,650 00
Surveys			35,751 20
Destitute Settlers			56 28
Contingencies.			
Printing and Binding		1,000 56	
Stationery		1,752 48	
Postage		1,064 05	
Fireman		547 50	
Night Watchman		476 25	
Extra Clerks		2,921 14	
Advertising and Subscriptions		621 45	
Sundries		3,181 31	
			11,564 74
Two per cent. of duties collected on timber cut on road allowances and paid to Municipalities			1,180 79
Board of Surveyors			290 00
Total			$203,444 63

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 30th, 1882.

APPENDIX No. 8.

STATEMENT of the Number of Letters received and mailed by the Department in 1879, 1880, 1881, and 1882.

YEARS.	BRANCHES.					Transferred to other Departments.	Total.	Names indexed.	Enclosures.	Orders in Council.	Returned, not called for at address.
	Sales and Free Grants.	Accountants.	Surveyors.	Woods and Forests.	Colonization Roads.						
1879	10,790	1,596	856	1,966	1,931	64	16,603	20,000	30,000	25	53
1880	9,770	1,526	992	2,274	1,791	49	16,402	19,500	29,500	32	23
1881	8,394	1,632	1,147	2,743	1,659	39	15,614	19,000	29,000	22	28
1882	9,075	1,769	1,186	2,530	1,948	54	16,562	20,000	30,000	36	41

Letters mailed from the Department in 1879, 18,526; in 1880, 18,290; in 1881, 19,369; in 1882, 19,770.

JOHN MORPHY,
Registrar.

THOS. H. JOHNSON,
Assistant Commissioner.

TORONTO, December 30th, 1882.

APPENDIX

WOODS AND

STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

QUANTITIES AND DESCRIP

AGENCIES.	Area covered by Timber License.	Saw Logs. (A Standard is 200 feet B.M.)				Oar Logs.	White Pine.		Red Pine.	
		White Pine.		Other.						
	Square miles.	pieces.	Stnds.	piecs.	Stnds.	Piecs.	Piecs.	Feet.	Piecs.	Feet.
Ottawa Timber District.....	7,204	1,744,985	1,103,112	3,943	1,691	3,837	88,717	4,388,696	31,724	1,088,331
Belleville Timber District	1,961¾	1,276,504	604,707	15,659	7,564	.....	3,702	207,426	25	928
Western Timber District	8,823¼	1,452,118	886,968	737	566	.....	20,201	1,100,272	5	256
Total.....	17,989	4,473,607	2,594,787	20,339	9,821	3,837	112,620	5,696,394	31,754	1,089,515

GENERAL STATEMENT OF

QUANTITIES AND DESCRIP

AGENCIES.	Cordwood.		Tamarac Piles.		Cedar.		Telegraph Poles.	Traverses.	Binders.
	Hard Cords.	Soft Cords.	Pieces.	Standards.	Pieces.	Feet.	No.	Pieces.	Pieces.
Ottawa Timber District.....	444	878	411	157	3,301	79,244	152	681	.....
Belleville Timber District....	228	13	.....	.....	.....	.....	687	.....	150
Western Timber District.....	685	679	.....	.....	.....	.....	196	.....	.....
Total.....	1,357	1,570	411	157	3,301	79,244	1,035	681	150

G. B. COWPER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO, 30th December, 1882.

No. 9.

FORESTS.

Rent and Bonuses, during the year ending 31st December, 1882.

TIONS OF TIMBER.

Boom and Dimension Timber.		Elm, Ash, Maple, Cherry, and White Wood.		Oak.		Tamarac.		Railway Ties.	Birch, Hemlock and Spruce.		Butternut and Basswood.	
Pieces.	Stnds.	Pieces.	Feet.	Piecs.	Feet.	Piecs.	Feet.	Pieces.	Pieces.	Feet.	Pieces	Feet.
79,557	75,463	A 136 M 1 E 2	5,188 31 177	....	.....	36	1,393	118,299	.....	.....	.....	.....
14,732	13,513	E 66 A 508 M 1	2,149 18,195 30	46	1,503	6	208	54,267	H 131 B 10 S 2	5,556 495 69	4	136
15,772	25,860	..... A 26 E 11	..... 1,025 527	....	... ..	.....	.....	28,595	H	29,532	.....	.....
110,061	114,836	A 670 M 2 E 79	24,408 61 2,853	46	1,503	42	1,601	201,161	H 131 B 10 S 2	35,088 495 69	4	136

TIMBER, Etc.—*Continued.*

TIONS OF TIMBER.

Lineal feet of Cedar.	Cedar Posts.	Cords, Bolts.	Amounts Accrued.				
Feet.	Cords.	No.	Trespass, etc.	Timber Dues	Ground Rents.	Bonus.	Total.
.....	.....	.....	$ c. 2,458 82	$ c. 247,830 19	$ c. 14,538 00	$ c. 24 00	$ c. 264,850 92
327,608	1,190	260	1,504 65	99,825 73	4,226 00	29 00	105,585 38
2,229	39	3,751	3,529 26	153,384 91	19,743 00	10 00	176,667 17
329,837	1,229	4,011	7,492 73	501,040 74	38,507 00	63 00	547,103 47

THOS. H. JOHNSON,
Assistant Commissioner.

APPENDIX No. 10.

Woods and Forests.

Statement of Revenue collected during the year ending 31st December, 1882.

	$ c.	$ c.
Ottawa Timber District.		
Collected at Ottawa	179,612 93	
Collected at Quebec	62,563 28	
		242,176 21
Belleville Timber District.		
Collected at Belleville and Department	112,773 74	
Collected at Quebec	2,590 99	
		115,364 73
Western Timber District.		
Collected at Department	111,630 68	
Collected at Quebec	13,568 92	
		125,199 60
		482,740 54
Collected on sale of Limits, of 6th December, 1881		411,311 65
Total		894,052 19

G. B. COWPER,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

Department of Crown Lands,
Woods and Forests Branch,
Toronto, 30th December, 1882.

APPENDIX No. 11.

List of Crown Timber Agents in the Province of Ontario, their Assistants, Names of Territories, Residences, Dates of Appointments, and Salary allowed to each for his services, during the year ending 31st December, 1882.

Names of Territories.	Names of Agents and Assistants.	Residence.	Date of Appointment.	Salary per Annum up to 1st July, '73.	Salary per Annum from 1st July, '73.	Remarks.
				$ c.	$ c.	
Upper Ottawa	John Poupore.....	Ottawa City.				
	C. S. McNutt, Assistant	"	1858, April 13 ...	1,400 00	1,800 00	
	J. Ritchie, Clerk	"	1864, June 23	1,000 00	1,400 00	The Crown Timber Office, Ottawa, acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada, in the collection of slide dues; the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	A. J. Russell, jr, Draughtsman .	"	1867, April 1.....	700 00	1,200 00	
	E. T. Smith, Clerk	"	1864, June 23	650 00	1,000 00	
	J. Jackson, Messenger	"	1871, August 1 ...	300 00	300 00	
	W. J. Macdonald, Deputy Slide Master and Chief Timber Counter.....	" ...	1882, August 18 ..	.....	*	Additional to his salary of $535 per annum from the Department of Public Works, Ottawa.
	James Steen, Timber Counter ..	"	1861, May 27	$2 per diem.	$2 per diem.	During season of Navigation.
	John Redmond, Assistant, and Boatman	"	1872, March 1.. .	"	"	" " "
Belleville Agency	Joseph F. Way, Agent.....	Belleville	1854, May 6.....	1,440 00	1,440 00	
Collector at Quebec.	H. J. Chaloner, Acting Agent ..	Quebec.				
	John McKay, Assistant	"	1864, June 1	1,200 00	1,200 00	The remarks in connection with the Crown Timber Office at Ottawa respecting salaries, apply to the Collector's Office at Quebec.
	William Miller, Clerk	"	1872, November 7.	1,000 00	1,000 00	

* The Local Governments of Ontario and Quebec to pay Deputy Slide-master $150 each, in addition to the amount paid by Public Works.

G. B COWPER, *Chief Clerk in Charge.*

THOMAS H. JOHNSON, *Assistant Commissioner.*

Department of Crown Lands, Woods and Forests Branch,
Toronto, 30th December, 1882.

APPENDIX No. 12.

RETURN of the number of locatees and of acres located; of purchasers and of acres sold: of lots resumed for non-performance of the settlement duties; and of patents issued—under the "Free Grants and Homesteads Act"—during the year 1882.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of lots, the locations of which have been cancelled.	Number of Patents issued.
Baxter	Muskoka	Theo. C. Taylor, Bracebridge.	.....	.....	.....	.....	.....	.....
Brunel			10	1393	.....	.....	16	12
Chaffey			7	1059	4	168	10	16
Draper			8	700	.....	.....	8	11
Franklin			10	1187	3	347	16	3
Macaulay			8	853	1	88	9	10
Medora			18	2722	5	167	23	8
Monck			1	88	2	101	6	8
Morrison			6	554	1	1	2	3
Muskoka			5	652	.....	.....	5	5
McLean			4	588	.....	.....	6	10
Oakley			11	1783	4	213	8	4
Ridout			2	189	.....	.....	1	7
Ryde			10	1249	1	26	15	10
Sinclair			9	1169	2	119	3	.....
Stephenson			3	401	2	3	3	13
Stisted			10	1097	4	52	15	22
Watt			4	744	1	79	4	9
Wood			8	1184	.....	.....	3	.....
Cardwell	Parry Sound	Mrs. Theresa Mackay, Parry Sound.	19	3105	2	12	21	8
Carling			5	926	.....	.....	6	5
Christie			5	1003	1	3	8	4
Fergusson			1	200	.....	.....	4	3
Foley			6	749	.....	.....	12	3
Hagerman			1	195	.....	.....	1	10
Humphry			8	1120	.....	.....	9	11
Monteith			3	388	1	100	.....	4
McConkey			1	200	.....	.....	.....	.....
McDougall			4	579	1	5	5	7
McKenzie			3	450	1	6	2	.....
McKellar			2	397	.....	.....	2	10
Shawanaga			.....	.....	.....	.....	.....	.....
Wilson			.....	.....	.....	.....	.....	.....

Chapman	Parry Sound	S. G. Best, Maganetawan	9	1,146	3	197	9	8
Croft			7	942	2	43	9	17
Ferrie			2	353				
Gurd			11	1,638	2	23		
Lount			6	947			1	
Machar			16	2,575	3	105	10	
Mills			2	383	1	4		
Pringle			4	600				
Ryerson			24	3,793	3	43	36	6
Spence			6	803	3	32	10	9
Strong			28	5,333	3	139	17	2
Armour	Parry Sound	E. Handy, Emsdale	25	3,160	3	70	30	3
Bethune			17	2,497	7	63		1
Joly			12	1,853	2	2	1	
McMurrich			24	2,917	9	331	21	21
Perry			22	3,241	1	3	32	6
Proudfoot			9	1,573	2	36	2	
Hardy	Parry Sound	J. S. Scarlett, Nipissing						
Himsworth			25	4,095	1	100	6	
Nipissing			18	2,754			3	
Patterson			2	250				
Anson	Haliburton	Wm. Fielding, Minden	6	747			3	
Glamorgan			17	2,168	1	8	12	14
Hindon			1	98				1
Lutterworth			14	1,476	1	89	6	7
Minden			7	878			4	2
Stanhope			4	288	1	13	7	7
Snowdon			13	1,456	3	140	15	7
Anstruther	Peterboro	D. Anderson, Apsley	1	225				1
Chandos	do		12	1,946	3	73	11	12
Cardiff	Haliburton		8	1,084	3	157	3	4
Monmouth	do		6	774			6	7
Carlow	Hastings	J. R. Tait, L'Amable	3	372				3
Cashel			4	398				1
Dungannon			11	1,449			2	4
Faraday			13	1,890	3	78	5	5
Herschel			6	791			11	1
Limerick			6	884				4
Mayo			1	50	4	61		10
Monteagle			4	579	2	30	3	1
Wollaston			47	7,622	7	202		12
Bangor	Hastings	Chas. R. Stewart, Haliburton					1	
McClure	do							
Wicklow	do		1	100				
Galway	Peterboro'							

APPENDIX No. 12.—*Continued.*

RETURN of the number of locatees and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of lots, the locations of which have been cancelled.	Number of Patents issued.
Abinger	Addington	G. W. Dawson, Plevna	10	1,176				2
Canonto South	Frontenac		2	292				3
Do North	do							
Clarendon	Addington		16	1,767	4	24	7	5
Denbigh	Frontenac		2	198				
Miller	do		3	300				
Palmerston	do		7	1,300	1	16	2	
Algona North	Renfrew	James Reeves, Eganville	3	299	2	17		2
Do South			16	2,322			10	4
Grattan			12	1,132	11	447	3	18
Hagarty			6	893			5	19
Richards			1	100			1	
Sherwood			1	200			4	1
Wilberforce			8	1,123	4	350	4	3
Brougham	Renfrew	John Mahon, Vanbrugh	1	70			1	
Brudenell			10	770½			3	2
Griffith			1	91				2
Lyndock			1	200				
Matawatchan					1	54		2
Radcliffe			3	252				
Raglan			5	953			1	
Sebastopol			16	2,060			5	3
Alice	Renfrew	A. Kennedy, Pembroke	11	1,144			4	5
Buchanan			5	706	2	129	3	1
Fraser			1	100				
Head			2	300	1	69	4	
Maria								
Mattawan			5	798	1	27		
McKay								
Papineau			9	1,206				
Petewawa			7	883	1	2	3	10
Rolph			4	401	1	13		1
Wylie			2	190				
Pembroke and Mattawan Road			10	1,345	1	70		1

Awèrès	Algoma	C. P. Brown, Sault Ste. Marie	7	1,040	1	40	2	3
Korah			5	744			2	
Parke			15	2,359			5	2
Prince								
Plummer	Algoma	J. F. Day, Bruce Mines	1	160	2	348	4	9
St. Joseph's Island			52	5,579	8	424	39	10
Oliver	Thunder Bay	A. Wright, Prince Arthur's Landing	22	3,502			12	2
Paipoonge			3	300				
Blake								
Crooks								
Dawson Road			1	228			1	
Total			932	129,535	150	5,562	624	502

J. J. MURPHY,
Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1882.

APPENDIX No. 13.

CROWN LANDS AGENCY,
KINGSTON, 25th December, 1882.

SIR,—I have the honour to report for your information the following in regard to mines and minerals in the Counties of Frontenac and Lanark during the year 1882, viz.:—

PHOSPHATES.

From Loughboro' and Storrington, by teams to Kingston	2,116	tons.
" Bob's Lake Mine, in Bedford, by K. and P. Railway	790	"
" Renfrew Mines, by C. P. Railway	219	"
" North Burgess Mines, by C. P. Railway	120	"
" do do Rideau Canal	1,460	"
" Opinicon Lake, in South Crosby, by Rideau Canal	515	"
Quantity shipped, chiefly to Great Britain	5,217	tons.
Quantity mined in North Burgess, not yet shipped	1,500	"
Total quantity mined	6,717	tons.

The market value of which is about $16 per ton.

IRON ORE.

From Ottawa District, by C. P. Railway	1,000	tons.
" " " Rideau Canal	7,053	"
" Caldwell's Mine, in Lavant, by K. and P. Railway	1,235	"
" Bethlehem Iron Co.'s Mine, in Lavant, by K. and P. Railway	16,589	"
" Mississippi Mining Co., in Palmerston, by K. and P. Railway	15,754	"
" Glendower Mine, in Bedford, by K. and P. Railway	291	"
Total quantity shipped from mines	41,922	tons.
Quantity mined ready for shipment	2,500	"
Total quantity mined	44,422	tons.

The market value of which is about $4.50 per ton.

The present working capacity of the Mississippi Mine, in the Township of Palmerston, is about 100 tons magnetic ore per day, employing from 60 to 75 men, with six compressed air drills constantly working. Depth of shaft, 173 feet; width of vein, 60 feet; length now open, 300 feet. It is the intention to nearly double the out-put of ore at this mine during the coming year. The mine is considered almost inexhaustible, and the deeper it is worked the better the quality proves; that now obtained being about 60 per cent. metallic iron, and I am informed it is at present worth about $6 per ton delivered at Charlotte, N. Y., to which place it is all shipped, being equal to Swede or Norway ores, and considered the best for the manufacture of Bessemer steel, having little or no sulphur, phosphorus, or titanic acid. The working of this mine has caused a flourishing village to spring up of nearly 300 inhabitants, where three years since was a rocky wilderness. Shipments from this mine during the present year are 15,754 tons.

The out-put of the Bethlehem Iron Company's Mine, in the Township of Lavant, is now about 50 tons per day, employing 50 men, with three compressed air drills constantly working. Depth of shaft about 140 feet. It is the intention to largely increase the out-put at this mine during the coming year by adding extra machinery and employing more men. The ore is most suitable for the manufacture of Bessemer steel, the quality being similar to that obtained from the Mississippi Mine in the Township of Palmerston, which has been described; and this mine, like that at Robertsville, is not troubled by water flowing. All the ore from this mine is shipped to Bethlehem, Pennsylvania; quantity forwarded this year is 16,589 tons.

The Caldwell Mining Company, at Wilbur, in the Township of Lavant, is similar and adjacent to that of the Bethlehem Iron Co., but has not been so extensively worked. Mining was not commenced this year until the month of September. The shipments have been 1,235 tons, with about 700 tons mined, but not yet sent forward. The present out-put is about 30 tons per day, employing 25 men.

Work performed at the Glendower Mine, in the Township of Bedford, during the year 1882, has been more for the purpose of ascertaining the probable extent and value of the mine than for the quantity of out-put. It has, however, changed owners lately, and will be extensively worked next year, employing similar drills to those used in the Palmerston and Lavant Mines, with a large number of men, as the present owners intend pushing the work at this mine as much as possible, and the heaviest machinery will be used.

At the Caldwell-Gildersleeve Mine, on lot 22, in the 4th concession of Lavant, two pits are sunk, 25 and 27 feet deep. It is the intention to sink a shaft to the depth of 100 feet, and put in steam drills, etc., and work it to a large extent during the coming year. The out-put of ore has been about 500 tons, employing some twelve men.

The Radenhurst Mine is situated on lot 22, in the 3rd concession of Lavant, the out-put of which is estimated at 1,000 tons. Steam drills are now being used, and a large quantity of magnetic ore will be shipped from this mine, the quality being 60 per cent. of metallic iron. Fifteen men are now employed, but it is the intention to double this number in a few weeks.

The Calabogie Lake Mine, in the Township of Blythfield, in the County of Renfrew, is now worked to the depth of about 20 feet. The out-put of ore is estimated at 300 tons. The mine is owned by parties in Perth and in the United States. I am told it is the intention to push the work at this mine.

Phosphate of Lime.

While speculation and enterprise have done much to draw attention to the phosphate deposits of the Province of Quebec, it is becoming evident that those of these counties are scarcely less valuable. The phosphate-bearing formation in the County of Frontenac seems to be bounded by Opinicon Lake on the east, and the 2nd concession of Bedford on the west, and extending from near Sharbot Lake on the north to the 9th concession of Loughboro' on the south. Within these limits phosphates are probably distributed over an area of about 200 square miles. The mines on the properties of Messrs. Nicholson, Poole, and the Canada Company, near Opinicon Lake, yielded during the present year about 600 tons of first-class phosphates.

At the westerly end of the 14th concession, on the property of Messrs. Bawden & Machar and the Canada Company, about 150 tons have been mined, and operations are in progress for the more extensive development of these properties. It is lamentable that this most valuable fertilizer should all be sent out of the country, when it might be used on the lands of this Province with most beneficial results.

Mica.

A very superior quality of mica has been recently discovered near the boundary line between the Townships of Palmerston and Clarendon, and the mine is now being

worked by an American company. Mica has also been discovered in the Township of Lavant of a darker colour than that above alluded to, but the sheets are of considerable size, and the mine will be worked during the year 1883.

Plumbago.

A band of crystalline limestone, on the northern boundary of Birch Lake, in the Township of Bedford, has for some years been known to be traversed by one or more plumbago veins. An old working on lot 2, in the 6th concession, was, during the last summer, tested for the owners, and I am informed the quality compares favourably with the plumbago of Tyconderoga, samples of which were shown at the Toronto and Kingston Exhibitions. The length and width of the vein would indicate an extensive deposit.

Galena.

The extensive works of the Frontenac Lead Mining Company, in the 9th concession of Loughboro', have been idle for the last two years. It is to be regretted that the apparently extensive galena deposits on the Hunt property, in the Township of Bedford, should remain undeveloped. Galena has been brought by rail from near Almonte during the present month and smelted in the Kingston smelting works, which experiment, I understand, has proved satisfactory.

Charcoal.

The Kingston Charcoal and Iron Company's Works at Sharbot Lake, in the Township of Oso, are now in operation with a capacity of 700 bushels of charcoal per day. It is hoped that smelting works will be established, but this has not yet been finally settled. I am informed that about $35,000 have been expended by this Company, and that the by-products will nearly cover the cost of carrying on the works without the charcoal; or, in other words, leaving the charcoal nearly free. If this be the case there should be no trouble in raising capital in connection with these works for the manufacture of charcoal iron of a superior quality.

All of which is respectfully submitted.

I have the honour to be, Sir,
Your obedient servant,

(Signed) R. Macpherson,
Crown Lands Agent.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

APPENDIX No. 14.

Madoc, Ontario,
10th December, 1882.

Sir,—Knowing that your Department is greatly interested in the progress of the mining industry of this Province and having an opportunity of being acquainted with the facts in relation thereto in this section, I beg to address you on the same.

Madoc.

In this township the Wallbridge Hematite Mine is still being worked by the Bethlehem Iron Company, of Bethlehem, Pennsylvania. They are now down in the shaft some eighty feet and continue to find very excellent ore. The mine is equipped with every requisite in the shape of machinery for hoisting with elevated pockets, for securing the ore and dumping the same into the railway cars. They have taken out about 30,000 tons during the past season. This ore has been proved to be equal to anything on the continent classed as hematite ore.

On lot twelve in the sixth concession of Madoc work is being prosecuted by Stewart & Co., who are sinking on a deposit of hematite. Their shaft is down forty feet, one half of that distance is in ore. They view their prospects as very encouraging.

On lot thirteen in the fifth concession of the same township, H. H. Sutton, M.D., has been exploring very vigorously all summer, and his expectations are that in a few weeks he will be able to show a very fine bed of ore.

On lot sixteen in the fourth concession Messrs. Guzzot & Co. are opening up what appears to be a very nice deposit of specular ore.

Lot eighteen in the third concession of Madoc is also being worked by Lewis & Co., of Ohio, and they are meeting with very fair success.

A very large amount of ore is being stacked at the Dufferin Mine awaiting the completion of the Central Ontario Railway which runs across the lot and near the mine for shipment.

The following mines in the northern townships are being worked by the Coe Mining Company :

The Baker Mine, situated on lot eighteen in the eighteenth concession of Tudor, purchased from Palmer Baker, is showing up well. Work has been carried on at this mine all summer, and there are at present twenty-five men and teams employed here. The necessary buildings are being erected as fast as possible for the permanent working of the mine, and the ore is now being put in stock awaiting the completion of the Central Ontario Railway. This mine is composed of a large bed of magnetic ore, fully half a mile in length, and of a very superior quality, in every way adapted for the making of Bessemer steel.

The Emily Mine, also situated in Tudor, was purchased from H. McCoy, Esq. This is an immense deposit of magnetic ore, exceptionally clean, being free from sulphur, phosphorus and titanium and running up to sixty-nine per cent. in metallic iron. The texture is as soft as hematite ore which makes it so much more valuable on this account as it is easily mined. The daily output is being put in stock awaiting the arrival of the Central Ontario Railway.

The Wollaston Mine, situated on lots fifteen and sixteen in the eighth concession of Wollaston, was purchased from John & Thomas Batchelor. This mine has been extensively worked, and has borne out the expectations formed of it by Professor Chapman at the time of his visit, who declared it to be the finest body of ore he had yet seen. The location of the mine is beginning to assume the proportions of a village. The contract has just been let for the completion of the mining of 100,000 tons of ore by the 1st of August next. Perhaps it would not be saying too much in making the statement that this is the best defined bed of ore that as yet has been found in Ontario, being 2,000 feet long and from 65 to 120 feet in width. The ore is very high graded, being perfectly free from phosphorus and other injurious substances, giving sixty-eight per cent. metallic iron, and considered by furnace men and chemists who have experimented on it as being a number one Bessemer steel ore. A furnace is contemplated being built at the mine to manufacture charcoal iron. This project when carried out will prove of immense advantage to the settlers of the northern townships by giving employment to a large number of operatives and turning into practical use the hardwood timber scattered over these bleak hills, now considered worthless and of no value to the State.

In connection with the last mentioned mines the Central Ontario Railway is in every way identified. This enterprise has been started within the past year, commencing with the purchase from me of an interest in the above mentioned mines in Tudor and Wollas-

ton, as also by the purchase of the Prince Edward Railway, running from Picton to Trenton, it has developed into the running of a branch from that line to Weller's Bay as well as the construction of a main line, which, when completed, will extend to the township of Wollaston, making direct communication with the other mines above mentioned. Fifty miles of this road have already been graded and the steel rails for the track-laying for the whole ninety miles are now in Trenton. The ties for sixty miles are already made and on the track. Track-laying has commenced and about fifteen miles have been laid. The bridges for the entire road are made of the best steel and the abutments are constructed of the best building stone that could be procured. This is the largest enterprise ever undertaken in connection with the mining business, as it is being built mainly to serve the purpose of developing the mineral resources of North Hastings. When this road is built and in running operation the success of the mineral operations which have been pursued by myself for years past under very disadvantageous circumstances will be assured beyond a doubt. The ores are now being eagerly enquired after in the American market, and it only requires transportation facilities to ensure success.

Referring to Madoc village I may state that its prosperity has been greatly advanced through the development of the above named mining industries, and the merchants and business men are now beginning to understand that the mineral resources of this section may yet prove the back-bone of their success in the future. The growth of this place warrants the hope that at a day in the not far distant future it may become the county town of North Hastings.

Yours truly,

WILLIAM COE.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

APPENDIX No. 15.

MADOC, ONTARIO,
18th December, 1882.

DEAR SIR,—Referring to the development of the Iron Mining of this Province, I beg to say, that since my last report we have done but little mining in the Madoc district, not having shipped any ore from the Seymour mine this year, the developments there showing the necessity of a large outlay in aditional work to reach the main body of ore, we decided to suspend operations until we could fully develope the mine with a diamond drill which we will use on that property and our other mines in that district during the coming summer.

Our operations have in the meantime been confined to exploring and developing the mines in what is known as the Snowdon district, with such results as seem to justify the belief that it will be one of the most important mining and manufacturing districts in the Province.

From the developments already made we find two distinct ranges or belts of iron ore, known in our explorations as the north and south ranges, what is known as the south range of the district has been traced eastward as far as the Ottawa River and in which some very large mines are being developed in the townships reached by the Ontario Central and Kingston & Pembroke Railways, a few miles to the north of this range, is the north range or belt which we have explored for a distance of fifty miles eastward from the township of Snowdon, through Glamorgan, Monmouth, Cardiff, Faraday and Dungannon. The character of the ore at each end of the territory explored, as well as

at many intermediate points, is of precisely the same character, showing a fine crystalline structure with scarcely any variation in the percentage of metallic iron.

The results of these explorations I deem of very great importance, having demonstrated the existence of two distinct ranges or belts of iron ore, extending from the Ottawa River in a general south-west direction through the Province of Ontario. And from the experiments made there is no doubt but that in these two ranges there exists a great many very large and valuable deposits of iron ore, almost all of which are of great value, on account of the absence of phosphorus.

I append a statement showing analysis of ore from most of the deposits now being worked, or which are known to be workable deposits, in order to show the value of the Canadian ores generally, as compared with ores from the various districts in the United States and from foreign countries upon which the Bessemer works are obliged to rely for their supply of ores.

I find on a careful comparison with other districts that the Canadian ores are generally much richer in metallic iron, and are without a rival in any other country so far as freedom from phosphorus and other deleterious substances in objectionable quantities is concerned.

The shipment of iron ore from the Snowdon district has been greatly retarded on account of there being no railway connection to the mines, though some half dozen mines are already sufficiently developed to warrant a large tonage as soon as the railway is built. This will no doubt be done during the coming year, when it is believed the shipments from the Snowdon district will be very large.

It is intended to build a railway from the Victoria branch of the Midland Railway, at a point a few miles north of Kinmount, and extending eastward between the north and south ranges of ore, through the townships of Snowdon, Glamorgan, Monmouth, Cardiff, Faraday, and Dungannon.

By this line in connection with the Midland Railway the ore can be delivered cheaply either to Toronto or Midland City for shipment on the lakes, or, what is better, the ore can be sent by all rail via. Toronto and Buffalo to many of the furnaces in the United States, in this way enabling shipments to be made throughout the entire year in return coal cars at low rates of freight.

The development of mines in the various districts in the Province may seem to those who are not accustomed to the difficulties to be encountered, to have been very slow, but I find upon an examination of the official records that in 1879 the entire shipment was only 2,699 tons with a steady increase ever since, until the present year they are 51,758 tons, a much larger increase, and under greater difficulties than were experienced in opening up the Lake Superior mines in the United States.

The prospects of a large increase of shipments during the next few years are justified by the completion of the railways to the mines in the Snowdon district and to points on the same ranges reached by the Ontario Central and Kingston & Pembroke Railways.

The satisfactory development of the iron mines in the Snowdon district along with the rapidly increasing demand for charcoal pig iron, and the abundance of hardwood suitable for making charcoal has resulted in attention being called to the fact that charcoal pig iron can be made more cheaply in that district than in the most favoured localities in the United States. In this connection I may add that Messrs. Parry & Mills, of Chicago, are erecting a charcoal furnace on lot eighteen in the first concession of Snowdon, near to the Victoria mines, and expect to have it in operation early in the coming spring, and the Toronto Iron Company are also preparing to erect a large charcoal furnace on their property near their Imperial mine during the coming year.

Analysis of Iron Ores from the Province of Ontario.

Name of Mines.	Kind of ore.	Location.	Metallic Iron.	Phosphorus.	Titanium.
Madoc District—					
Seymour	M	Near Madoc	68·83	0·0104	None.
Dominion	"	" "	57·81	Trace.	"
Brooke	"	" "	68·37	0·023	"
Wallbridge	H	" "	64·61	Trace.	"
Moore	"	" Eldorado	64·99	"	"
Dufferin	M	" Malone	64·60	0·013	"
Nelson	"	" "	56·58	0·006	"
Bentliff	S	" "	68·40	0·005	"
Mullett	H	" Madoc	59·25	0·013	"
Sexsmith	M	" "	57·18	0·017	Trace.
Orton	"	" Thanet	60·30	0·027	2·47
Baker	"	" "	62·20	0·057	None.
Wollaston	"	" "	60·52	None.	"
Snowdon District—					
Paxton	M	Near Kinmount	55·12	Trace.	None.
Swamp Lake	"	" "	62·60	0·008	"
Victoria	"	" Irondale	61·02	0·052	"
Howland	"	" "	61·48	0·01	"
Imperial	H	" "	45·82	0·02	"
Ledyard	M	" "	55·00	0·02	"
Pine Lake	"	" Gooderham	53·60	0·007	7·91
New York	"	" "	70·38	Trace.	None.
Monmouth	"	" "	70·50	"	"
Cardiff	"	" Cheddar	62·10	0·180	Trace.
Thompson	"	" Haliburton	67·11	0·701	None.
Huron	S	" Irondale	64·60	0·05	"
Bancroft District—					
Coulson	M	Near Bancroft	66·13	0·02	None.
Dungannon	"	" "	69·77	0·020	"
York Branch	"	" "	50·49	0·959	"
Bancroft	"	" "	68·27	0·012	"
Kingston District—					
Glendower	M	Near K. & P. Rw.	64·83	0·01	1·32
Chaffer	"	" "	52·36	Trace.	11·43
Roberts	"	" "	62·64	0·009	None.
Wager	"	" Tamworth	64·12	0·017	"
Ottawa District—					
Forsyth	M	Near Ottawa	58·44	Trace.	None.
Haycock	"	" "	68·34	"	2·34

Note.—In Second column M indicates magnetic, H hematite, S specular ore.

The above analysis only shows the percentages of metallic iron, phosphorus, and Titanium, but in each case they were analyzed full and complete, but in no case was there ound any other deleterious substances in objectionable quantities.

Statement of Ore Shipments in detail for 1882.

Port Hope	300 tons.
Whitby	376 "
Belleville	16,376 "
Kingston	27,874 "
Ottawa	6,832 "
Total	51,758 "

I have the honour to remain,
Your obedient servant,

The Hon. T. B. Pardee,
Commissioner of Crown Lands, Toronto.

Chas. J. Pusey.

STATEMENT of Crown Lands Surveys completed and closed during the year 1882.

No.	Date of Instruction.	NAME OF SURVEYOR.	Description of Survey.	Amount paid.	No. of Acres.
				$ cts.	
1	18th May, 1881	James W. Fitzgerald	Township of Wilkes	273 84	51,052
2	21st May, 1881	H. R. McEvoy	Township of Field	571 48	28,164
3	21st May, 1881	M. J. Butler	Township of Badgerow	115 39	23,077
4	31st May, 1881	Alexander Niven	Certain base and exploration lines north of Lake Nipissing	409 67	.....
5	28th July, 1881	Elihu Stewart	Block of land in rear of Village of Sault Ste. Marie	487 25	1,037
6	3rd October, 1881	R. W. Hermon	Examination of surveys of certain townships.	159 91	.....
7	15th May, 1882	W. O. Johnston	Township of Hugel	1,638 98	23,414
8	15th May, 1882	C. D. Bowman	Township of Kirkpatrick	1,634 29	23,347
9	15th May, 1882	Frank Purvis	Township of Hagar	1,913 80	27,340
10	15th May, 1882	Thos. O. Bolger	Township of Dryden	1,612 80	23,040
11	15th May, 1882	Thos. O. Bolger	Survey of line between Timber Berths Nos. 46 and 54	204 00	6 miles.
12	14th July, 1882	John McAree	Timber Berths north of Lake Huron	2,622 25	77⅛ "
13	27th October, 1882	Thos. O. Bolger	Examination of certain surveys in District of Nipissing	260 95	.....
			January 30th, 1882, paid Willing & Williamson, for maps of Muskoka and Parry Sound Districts	9 00	.....
			April 22nd, 1882, paid to C. B. Franks for valuation of certain water lots in City of Hamilton	30 00	.....
			May 19th, 1882, paid J. D. Irwin, duty and express charges on maps	93 60	.....
			June 6th, 1882, paid C. M. Smith for maps of Ottawa and Huron Territory	667 35	.....
			October 9th and November 8th, 1882, paid G. B. Kirkpatrick travelling expenses *re* Sparrow Lake and Byng Inlet	40 35	.....
				12,744 91	200,471

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1882.

APPENDIX No. 17.

STATEMENT of Crown Land Surveys in progress and amounts advanced up to date.

No.	Date of Instructions.	NAME OF SURVEYOR.	Description of Survey.	Amount Advanced.
				$ cts.
1	16th February, 1882	David Beatty	Outline of certain Timber Berths on north shore of Lake Huron.	1,000 00
2	15th May, 1882	Alexander Niven	Certain base and exploration lines north of Lake Nipissing	3,200 00
3	15th May, 1882	Thomas Byrne	Township of Devine	2,800 00
4	15th May, 1882	David Beatty	Township of Biggar	2,322 12
5	15th May, 1882	James Dickson	Township of Canisbay	2,784 17
6	15th May, 1882	James W. Fitzgerald	Township of Pentland	3,806 00
7	15th May, 1882	Henry Lillie	Townships of Lewis and Proctor, and Residue of Shedden	1,400 00
8	15th May, 1882	Francis Bolger	Township of Ratter	1,500 00
9	15th May, 1882	Francis Bolger	Outline of Timber Berth on north shore of Lake Huron	170 20
10	15th May, 1882	H. R. McEvoy	Township of Dunnet	1,500 00
11	15th May, 1882	T. O. Bolger	Outlines of Timber Berths on north shore of Lake Huron	400 00
12	28th June, 1882	Alexander Niven	Township of Awrey	800 00
13	28th June, 1882	Alexander Niven	Outlines of Timber Berths on north shore of Lake Huron	Nil
14	15th Jan, 1869, and 21st Oct., 1872	Henry Creswicke, Jun.	Part of the Township of Sunnidale	1,100 00
			December 30, 1882. Paid Copp, Clark & Co., for maps	150 00
			December 30, 1882. Paid Rolph, Smith & Co., for maps	150 00
	Total			23,076 49

These Surveys have been nearly all completed in the field, but returns have not been received.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1882.

APPENDIX No. 18.

STATEMENT of Municipal Surveys for which Instructions were issued during the year 1882.

No.	NAME OF SURVEYOR.	No.	Date of Instruction.	Description of Survey.	Date when Confirmed.
1	F. F. Passmore	505	24th February, 1882	Survey of Blind line between lots Nos. 17, 18, 19 and 20, on west side of Owen Sound Road, and lots Nos. 15, 16, 17 and 18, in 7th concession, and Gore lot No. 18, in 6th concession of Township of Arthur; and planting durable monuments at the rear angles of said lots on said Blind line	
2	Richard Coad	506	27th February, 1882	Survey of 4th concession of the Township of Delaware	
3	James Warren	507	20th May, 1882	Survey of line between lots Nos. 17 and 18, Township of Esquesing, and planting durable monuments at the north-westerly or westerly angle of said lot No. 17 in each and every concession, and at the north-easterly or northerly angle of said lot No. 17 in the 11th concession of the Township of Esquesing	
4	W. E. Yarnold	508	6th July, 1882	Survey of lots Nos. 13 and 14 in the 4th concession of the Township of Scott	
5	F. F. Passmore	509	6th July, 1882	Survey of lots Nos. 5 and 6 in the 10th concession (new survey) of the Township of Trafalgar	

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1882.

APPENDIX No. 19.

STATEMENT of Municipal Surveys confirmed during the year 1882.

No.	NAME OF SURVEYOR.	No.	Date of Instruction.	Description of Survey.	Date when Confirmed.
1	P. S. Gibson.....	500	5th September, 1882	Survey of the town line between the Townships of King and East Gwillimbury, opposite lots 110, 111 and 112 in East Gwillimbury and opposite lots 15, 16 and 17 in the Township of King.....	18th April, 1882.
2	J. J. Francis	499	21st April, 1882.....	Survey of lots 7, 8 and 9 in the 12th concession of the Township of Enniskillen	21st April, 1882.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1882.

APPENDIX No. 20.

STATEMENT of Mineral Lands which have been Patented in unsurveyed territory on the North Shores of Lakes Superior and Huron, in the Districts of Thunder Bay, Nipissing and Algoma, during the year, 1882.

No.	No. of Description.	PATENTEE.	Description of Mining Tract.	Acres.	Amount.	Date of Patent.
					$ c.	
1	1301	James Colebrooke Patterson	"The Slate Islands" in Lake Superior, District of Thunder Bay...	9,793	9,793 00	3rd February, 1882.
2	1303	Walter Thomas Newman ..	Great Manitou Island, Lake Nipissing, District of Nipissing	203	203 00	21st February, 1882.
3	1329	Oliver Daunais, and Edward Augustus Wild.	Mining Location 39 T, and 40 T, south of the Township of Paipoonge, District of Thunder Bay.....	320	320 00	29th April, 1882.
4	1334	Joseph Williams, and Peter Murray.	Murray Island and Island A, in Serpent Bay, District of Algoma..	55	55 00	20th June, 1882.
5	1377	Harold Andrew Wiley.....	Mining Locations R 11 and R 12, on Vert Island, Neepigon Bay, District of Thunder Bay.....	185	185 00	27th July, 1882.
6	1381	Harold Andrew Wiley.....	Mining Location R 5, on Vert Island, Neepigon Bay, District of Thunder Bay.....	227	227 00	18th August, 1882.
7	1383	Malcom Nicholson	Mining Location No. 44 T, east of and adjoining Lot No. 14, in the 1st Concession of the Township of Neepigon, District of Thunder Bay	80	80 00	1st September, 1882.
8	1384	Harry Wilson	Mining Location 45 T, east of and adjoining mining location No. 42 T, adjoining the Township of Neepigon, District of Thunder Bay.	80	80 00	1st September, 1882.
9	1385	Samuel Wellington Ray, and John Bourke	Mining Location No. 43 T, east of and adjoining Lot No. 13, in the 1st Concession of the Township of Neepigon, District of Thunder Bay	159	159 00	1st September, 1882.
10	1386	James Farrand Ruttan	Mining Locations Nos. 41 T, and 42 T, east of and adjoining Lots Nos. 11 and 12, in the 1st Concession of the Township of Neepigon, District of Thunder Bay	240	240 00	1st September, 1882.
11	1393	John Powell Vigars	Mining Location No. 48 T, on Neepigon River, District of Thunder Bay	87	87 00	7th September, 1882.

STATEMENT of Mineral Lands which have been Patented, etc.

No.	No. of Description.	PATENTEE.	Description of Mining Tract.	Acres.	Amount.	Date of Patent.
					$ c.	
12	1401	John Watt.....	Mining Locations 46 T, and 47 T, on Alexander Portage, Neepigon River, District of Thunder Bay.....	224	224 00	2nd October, 1882.
13	1408	Phillip McRea	Mining Location on Darche Island, Lake Huron, District of Algoma.	100	100 00	27th November, 1882.
14	1412	Oliver Daunais, and Edward Augustus Wild	Mining Location No. 53 T, south-west of mining location 39 T, District of Thunder Bay.....	160	160 00	20th November, 1882.
15	1413	Oliver Daunais, and Edward Augustus Wild	Mining Location 52 T, north-east of mining location 40 T, District of Thunder Bay.....	160	160 00	20th November, 1882.
				12,073	$12,073 00	

GEORGE B. KIRKPATRICK, P.L.S.
Chief Clerk in charge.

THOMAS H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1882.

APPENDIX No. 21.

STATEMENT of Work performed in the Survey Branch during the year 1882.

No.

1.—16 Instructions and Letters of Instructions for Surveys prepared and entered.
2.—11 Crown Surveys examined, completed, and closed.
3.—11 Surveyors' accounts for Surveys audited and closed.
4.—7 Reports to Council relative to Municipal Surveys drawn up and entered.
5.—5 Instructions for Municipal Surveys prepared and entered.
6.—2 Municipal Surveys examined and confirmed.
7.—25 Plans of Mining Locations examined.
8.—140 Plans of Private Surveys examined.
9.—560 Plans compiled and copied.
10.—49 Plans to accompany Instructions prepared.
11.—662 Letters relative to Surveys prepared, written, and entered.
12.—85 Letters relative to Mining prepared, written, and entered.
13.—1,956 Pages of Field Notes copied.
14.—66 Railway Plans and Books of Reference examined and certified.
15.—1,491 Patents issued during the year ending 30th December, 1882.

NOTE.—The foregoing Statement does not account for the time spent in furnishing information to parties applying personally at the Survey Branch, who are unable to obtain the information they require without assistance; much careful research into the old correspondence, plans, field notes, and other documents, being necessary in order to ensure reliability in the information given, which is frequently used as legal evidence in Courts of Law in disputed cases.

THOS. H. JOHNSON,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1882.

APPENDIX No. 22.

STATEMENT of the Names of Candidates who have passed their Examinations before the Board of Examiners of Land Surveyors for Ontario during the year 1882.

PRELIMINARY CANDIDATES PASSED.

Archibald William Campbell.
Charles James Crowley.
Vaughan Roberts.
Joseph Tiernan.
George Devere Curtis.
Henry Lionel Esten.
John Fletcher Apsey.

FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

Charles Albert Bigger, Ottawa.
Hume Blake Proudfoot, Toronto.
Thomas Speight, Concord.
Alfred Paverly Walker, Toronto.
Louis Beaufort Stewart, Toronto.
Charles Edward Stuart Booth, Odessa.
William A. Ducker, Port Elgin.
Daniel Leavens Sanderson, Willowdale.
Arthur Jabez Van Nostrand, Aurora.

The Board of Examiners of Land Surveyors, for Ontario, meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of January, April, July, and October, in every year, unless such Monday be a holiday (in which case it meets on the day next thereafter, not being a holiday). Section 6, Chapter 146, Revised Statutes of Ontario.

PRELIMINARY EXAMINATION.

All persons, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects, viz.:—Vulgar and Decimal Fractions, Extraction of Square and Cube Root, Practical Geometry, Euclid, Plane and Spherical Trigonometry, Mensuration of Superficies, and the use of Logarithms; correct Spelling and good Writing required.

FINAL EXAMINATION.

Final Candidates, before obtaining a License to practise, undergo a strict and searching examination before the Board of Examiners as to their proficiency in Euclid; Plane and Spherical Trigonometry; Calculations of Areas by means of the Traverse Tables, etc.; Laying out and Dividing up of Land; the adjustment and use of the Transit or Theodolite; Astronomy, including the calculations necessary to determine the Latitude by meridian altitude of the sun, moon, or stars, or by double altitudes; Method of determining Time; of finding the time when any star passes the Meridian, with the time of its Elongation, Azimuth Angle, and Variation of the Compass; the Method of Keeping Field Notes; Drawing up Descriptions by Metes and Bounds for insertion in Deeds; taking Affidavits in the matter of Disputed Boundaries; the Law regulating Surveys; Geology; and also as to their proficiency as Draughtsmen.

THOS. H. JOHNSON,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1882.

SURVEYORS' REPORTS.

(*Appendix No. 23.*)

DISTRICT OF NIPISSING.

Timber Berths North of French River.

Toronto, Ontario,
4th December, 1882.

Sir,—I have the honour to report that in obedience to instructions received from the Crown Lands Department, and dated July 14th, 1882, I proceeded to the field and made a survey of certain Timber Berths north of French River, that is to say, I ran the south boundaries of Timber Berths numbers sixty-seven, fifty-nine, fifty-one, forty-three, thirty-five, twenty-seven, nineteen and eleven; the boundary lines between numbers forty-three and fifty-one, between nineteen and twenty-seven, between twenty and twenty-eight, and between twenty-one and twenty-nine. I also produced the line from the south-east angle of number eleven due east to strike French River, and ran a line due south from the south-east angle of number twenty-seven, to the township of Blair; the total number of miles run being seventy-seven miles ten chains. The lines were all run astronomically, and corrected from time to time during the progress of the survey, by observations of Polaris at its eastern elongation; the chaining was done with a Chesterman's steel tape.

I began my survey at the south-west angle of Berth number sixty-seven, being a point on Salter's Meridian Line at the distance of sixty chains seventy-seven links south from his eighteen mile post, and running due east astronomically, at five miles one chain forty two links, I established the south-east corner of Timber Berth number sixty-seven; six miles further on established the south-east corner of number fifty-nine; and made each succeeding Berth six miles wide, excepting number twenty-seven which was made seven miles. From the south-east angle of number fifty-one I ran north between forty-three and fifty-one, to the south-west angle of Berth number forty-four, where I found an old post marking the position of said south-west angle; this line between numbers forty-three and fifty-one came out eighteen chains fifteen links short of the six miles. The line between nineteen and twenty-seven, etc., came out on Salter's Base Line sixty chains sixty links west of the post planted during the present season to mark the south-west angle of the Township of Dunnet, and the boundaries between number twenty-one and twenty-nine came out twenty-eight chains fifty-two links short of the six miles. This discrepancy between the theoretical and the actual distances between Salter's Line and the one run by myself is abnormally great, even after making due allowance for the considerable length of the lines and the general rough nature of the country. The result is, of course, that some of the included Timber Berths will have less than their normal area. This circumstance is, however, of comparatively small consequence practically, as from all I could gather from my own observation and from information received from persons evidently well acquainted with the region, all the timber has been killed by the fire which swept through some years ago. There is thus no pine nor timber of any other kind of any commercial value on the Berths specially affected by the error in question.

I shall now describe as concisely as I can, the tract of country that came under my observation during the survey. The geological formation is the Laurentian as is well

known. The rock is gneiss principally; on the south boundary of Timber Berths number twenty-seven, however, a few belts of syenite, or syenitic gneiss were observed. The gneiss is of the ordinary micaceous character, and in many places it is very distinctly foliated, presenting a regularly banded aspect. The rock west of the Wahnapitae River contains a larger proportion of feldspar than the rock further east. Towards the west side of Timber Berths number forty-three the strike is about north twenty degrees east, and has changed to north thirty-five degrees west, a few miles further east. Along the lines between numbers nineteen and twenty-seven, etc., the strike is more nearly east and west, being north of west, and south of east. Everywhere the strata appears to dip at a high angle. Along Timber Berths numbers sixty-seven, fifty-nine, fifty-one, forty-three, thirty-five and about a mile and three quarters over upon number twenty-seven, most of the surface is rock, and is generally rough and broken and is quite unfit for settlement, containing as it does but a very small per centage of arable land. The small areas of good land over the distance named, occur on Timber Berths number fifty-one and thirty-five, as shown in the field notes, and in small areas along the Wahnapitae River. East of this stream, all along number forty-three, and for a mile over upon number thirty-five, the country is almost totally barren of soil, the surface being almost exclusively occupied by bare gneiss rock, or mossy swamps. In going east, as a point one mile and three quarters east of the south-west angle of number twenty-seven is reached a marked change may be noticed in the topographical features of the country; the surface becomes level, or gently undulating, the rocks appearing to have been by glacial action, planed down to a more or less uniform surface. This character of country prevails, with a few exceptions, as far east almost as Wolseley River, and north to Salter's Base Line.

From the point above mentioned, one mile and three quarters east of south-west angle of number twenty-seven, as far east as almost to the end of the third mile on number nineteen, there is excellent land interspersed occasionally by small patches of rock cropping out. The soil is chiefly a brown clay loam of good quality. This tract of arable land extends south to the gorge of French River, but it is doubtful whether it extends very far to the north. To the east and to the north of this tract of good land, as far as my survey extended, the land is rocky and unfit for settlement, the percentage of good land being very small.

The line going south from the south-east angle of Timber Berths number twenty-seven, to the south channel of French River, passes over nearly level or gently rolling land all the way, interrupted of course by the north channel of the stream last mentioned. The soil is a clay or a sandy loam of good quality.

The timber plan indicates the distribution of the various kinds of timber. It is thus seen that the greater part of my line passed through a burnt country, the fire having gone over some parts a second time. The first fire appears to have occurred about fifteen years ago. Over this burnt country all the timber has been killed, and the burnt district extended as far as the eye could reach north of the line along the south of Timber Berths fifty-one, forty-three, etc., and on both sides of the line between nineteen and twenty-seven, etc., up to Salter's Base Line, and from information received from the Indians, I am led to believe that there is very little if any green timber, except perhaps towards the north-west, near the Wahnapitae River and close to Salter's Base Line. Over some parts of this burnt district there has been very good pine, as is evidenced by the dead trees still standing; the prevailing timber has been white birch, poplar, balsam and cedar; there is now a young growth of small poplar, white birch, red cherry and willow coming up. In reference to the portions of my survey covered by green timber, I may say that the only place where pine of much value was seen, was between the Manzenazing River and the second mile post on the south boundary of Timber Berth number fifty-one. The trees, however, are rather under than over medium size, and much of the timber was valueless for lumber under present circumstances. Near the south-east corner of Timber Berth number eleven there is a small grove of very good pine, and farther west, between that and Wolseley River, there are some groves of white and red pine; the trees, however, are of small diameter, although of thrifty growth. In the green woods along the south boundaries of numbers sixty-seven, and fifty-nine at various points, scattering pine occurs among the other timber; there is some also at different points around Tyson Lake.

Besides the pine, the other kinds of timber seen were white birch, balsam, poplar, cedar, hemlock, maple, black birch, yellow birch, basswood, ironwood, black ash, etc. Between the south boundary of Timber Berth twenty-seven and French River, and along the line running south from south-east angle of number twenty-seven, to the south channel of French River there is some very fine timber, hemlock, black and yellow birch, maple, basswood, etc. Around Tyson Lake there is much evergreen, hemlock, balsam and cedar. The Wahnapitae River is a fine stream with an average width of about one hundred and fifty feet; it is broken by numerous rapids, but is still a fine river for floating rafts. The water is good and palatable, although of the dark colour common to the streams of the country; among the fish found in it are the black bass, pike, pickerel, etc. The Manzenazing River is a stream of sufficient capacity for floating sawlogs, although those who lumbered upon it some years ago, found it advisable to erect dams across it at several points between Collins' Inlet and Tyson Lake. Mullin and Pictou Rivers, as far as my observation extended, might each be described as a series of narrow lakes connected by a small stream broken by many rapids, and capable, perhaps, during a freshet, of floating small sized sawlogs. These streams flow in the direction of the strike of the strata, through grooves formed by the erosion of a stratum softer than those on either side of it. Wolseley River is a stream large enough to float timber at any season almost; it has numerous expansions along its course. The water in all the streams crossed, except the mere brooks, was dark coloured, although sweet and wholesome. Tyson Lake and Manzenazing River contain pike and black bass.

Partridges abound in the woods, and some prairie chickens were shot in the brulé north of French River. I saw numerous traces of bear, red deer and moose.

I have the honour to be, Sir,
Your obedient servant,

(Signed) JOHN MCAREE,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 24.*)

DISTRICT OF NIPISSING.

TOWNSHIP OF DUNNET.

ST. MARY'S, ONTARIO,
December 21st, 1882.

SIR,—I have the honour to submit the following report of the survey of the township of Dunnet, instructions for which were issued from your Department on the 15th of May, 1882:—

Proceeding by way of Rosseau and Nipissing, and crossing Lake Nipissing by steamer, I reached the eastern boundary of the township, near the rear of the fifth concession, on the 19th of July, by canoeing up the Veuve or Widow River. Finding that Provincial Land Surveyor Bowman had already run the boundary between the townships of Kirkpatrick and Dunnet, and having checked his measurements of the concessions along said boundary, I laid off my concession lines two and three, three and four, and four and five at right angles to this boundary, and after running one mile west on each of them, ran the side line between lots two and three at right angles to the different concession lines.

On the night of the 21st of July, the first clear night after my arrival in the township, I obtained an observation of Polaris at its eastern elongation, at the south-east

angle of the sixth concession, and on the following day ran west astronomically on the sixth concession line. Finding that the boundary of Dunnet and Kirkpatrick at the place of observation was running too much west, I proceeded to the southern boundary of the township, and after retracing Provincial Land Surveyor Salter's base line from the south-west angle of Kirkpatrick, a distance of two miles west, I ran the side line between lots four and five north astronomically, from the south to the north boundary (already run by Provincial Land Surveyor Francis Bolger), with what result will be seen upon my plan. The survey was then carried west from this line, the side lines being run north astronomically, and the concession lines west astronomically, according to instructions. The depth of concession one was made eighty-two chains and seventy-five links on side lines four and five, the same as I found it to be on the east boundary.

The soil of the township is for the most part clay, and about two-thirds of the whole is fit for settlement. About one half will make excellent farming land, there being large tracts of it almost level, and free from stone. Over one-half of this township has been burnt; nearly the whole of concessions one, two, and three being within the burnt area.

There is some valuable pine timber in the township, the best being in the central part as shown by timber map. A small area of maple was found on lots four and five, concessions four and five. The remaining green bush is balsam, spruce, tamarac, cedar, birch, and poplar. On what is known as brulé, a thick growth of white birch, poplar, cherry, etc., has sprung up.

The township is well watered by creeks, and the River Veuve runs through it from west to east, the main branch entering at lot nine, concession six, and leaving it near the north-east angle of concession five. A branch also enters at lot twelve, concession five, and joins the main river on lot seven, concession six.

The formation where exposed is granite, and no indications of valuable minerals were met with. The variation of the magnetic needle was very uniform throughout the township, averaging about 5° 45′ west. The settlement of this township will of course take place from the Canadian Pacific Railway, which runs through it as shown upon my plan. There being no squatters in the township there is no inspection return.

I have the honour to be, Sir,
Your obedient servant,

(Signed) H. R. McEvoy,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 25.*)

DISTRICT OF NIPISSING.

Township of Hugel.

Whitby, Ontario,
October 18th, 1882.

Sir,—I have the honour to submit to you my report of the survey of the township of Hugel, in the district of Nipissing, surveyed according to instructions from your Department, bearing date the 15th day of May, 1882.

From Toronto, I proceeded to Lake Nipissing, and thence by canoe up the Veuve or Widow River to the west boundary of the township of Caldwell, which I followed until I found the north-west corner of that township.

Here I obtained an observation of Polaris, and then ran my south boundary, which I used as a base line, laying off the lots forty chains in width with the exception of lot

twelve, which is somewhat larger, and making the concessions eighty chains in depth. I then worked northward to the north-east corner and finished the survey at the north-west angle of the township.

I found one large lake called Deer lake, and two much smaller ones of each of which I made a survey.

The greater portion of this township has been overrun by fire and the timber destroyed. Some of the north part has also been burnt again last year.

The north-west corner of the township, however, is green bush, and contains a considerable amount of good pine, but the other timber is not of marketable value, being mostly white birch, small spruce, balsam, tamarack, and some poplar.

The basin of Deer Lake and the land east of it may be considered as good for farming purposes, the soil consisting of heavy clay, covered in places with a thin coat of sand; its value will be enhanced by its proximity to the Canadian Pacific Railway, which is not more than two or three miles to the south, and will give easy access to it, and by the numerous beaver meadows which will afford an abundance of good hay for wintering stock. Deer Lake also will be a benefit to the settler on account of the quantity of excellent fish it contains. The water of the lake is very dark and discharges into the Veuve River.

The remainder of the township is rather rocky and broken, the prevailing rock being gneiss, with thin veins of poor looking quartz. I saw no valuable mineral, although slight traces of iron could be seen in some places.

Throughout the whole township there are a great many small clay flats, which, although good land, can hardly be available for farming purposes on account of their isolation.

This whole township is, I think, more adapted for a grazing country than for farming, as the backward springs and early frosts are not conducive to good crops, while the numerous creeks, swales, and beaver meadows would be a great advantage in stock raising.

I have the honour to be, Sir,
Your obedient servant,

(Signed) W. O. Johnston.
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 26.*)

DISTRICT OF NIPISSING.

Township of Ratter.

Penetanguishene, Ontario.
November 16th, 1882.

Sir,—I have the honour to inform you that, in accordance with your instructions of the 15th of last May, I have sub-divided the township of Ratter into farm lots of three hundred and twenty acres each, and beg leave to submit the following report together with the plan and field notes thereof.

I reached my starting point, the south-east angle of the township, as established by Provincial Land Surveyor, C. D. Bowman, on Thursday, the 21st July, where I observed Polaris the evening of that day, and on the following day proceeded with my work.

The township is generally level throughout and contains little good land. The face of the country is rocky and stony, with light sandy soil. The prevailing timber being white and red pine, balsam, poplar, white birch, with scattered groves of hemlock and tamarack.

Towards the centre of the township pine predominates of a merchantable quality. The westerly part of the township has been burnt over, all the timber being utterly destroyed, about one-sixth of the township has thus been devastated.

There is only one stream of any significance in the township, and that is found on the east boundary, it has a sluggish current, and has a depth of about two feet six inches and an average width of fifty links.

The Veuve, or Widow River crosses the south-west angle of the township. This is a good size stream, averaging in width from one and a half to two chains. The Canadian Pacific Railway follows its north bank. There is only one lake in the township and that is found on the west boundary. It contains great quantities of black bass and pickerel. Extensive hay marshes were met with.

Beavers are very numerous; many parts of the township are flooded from the operations of that busy animal. The country may be considered a "happy hunting ground" for sportsmen. Moose are found in abundance.

There are no settlers or any improvements whatever in any part of the township.

There was no local disturbance of the magnetic needle observable.

The contractor of the Canadian Pacific railway, Mr. Worthington, is pushing on the works of construction vigorously. He informed me that he hopes to have the railway open for traffic by the 1st of July, 1883. He has a force of upwards of two thousand men working west of Lake Nipissing.

I have the honour to be, Sir,
Your obedient servant,

(Signed) FRANCIS BOLGER,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands.
Toronto.

(*Appendix No. 27.*)

DISTRICT OF NIPISSING.

TOWNSHIP OF KIRKPATRICK.

WEST MONTROSE, ONTARIO,
October 19th, 1882.

SIR,—I have the honour, in accordance with instructions from your office, dated May 15th, 1882, to submit the following report of the survey of the township of Kirkpatrick, in the district of Nipissing:—

I commenced the survey, as instructed, at a post shown to be planted on Salter's base line, at the south-west angle of lot number twelve in the first concession of the township of Caldwell, but not being able to find any trace of Salter's line, either east or west of said post, I made an observation of Polaris, and produced the line from said post due west, expecting after getting into country where it had not been so much burnt to find the original line, but failed doing so, until after I had run the whole of my south boundary and established the south-east angle of the township of Ratter, when Provincial Land Surveyor McEvoy, after producing my south boundary one mile on the south boundary of the township of Dunnet, informed me he had found Salter's base line, well blazed, at a distance of two chains seventy-five links south of the production of my line. I then, in accordance with the information received, retraced Salter's line back along the south boundary of Kirkpatrick, and found the true line to be south of the line I had first run two chains seventy-five links all along my south boundary, but as Provincial Land Surveyor McEvoy had commenced his work, and also Provincial Land Surveyor Bolger, we thought best to leave the first concession eighty-two chains seventy-five links in depth.

Nearly the whole of the township has been burnt over, there being only about eighty chains of unburnt land found along the lines run, the balance being thickly grown up with small poplars, birch, alder, etc., with occasionally the trunks of large dead pines, while in some places there was no trace of the original forest left.

Along the Veuve or Widow River, varying from ten to eighty chains north and south from the same, there is land which might probably be used for farming purposes, the soil being a hard grey clay, which will likely make good grazing land, and being close along the line of the Canadian Pacific Railway will be desirable. The soil elsewhere throughout the township being somewhat of the same nature, but not in large enough quantities to make it desirable for farming purposes.

That portion of the township lying south of the river is poorly watered, there being no spring creeks, but a number of small streams, with deep, sluggish currents and stagnant water.

Moose deer, and also a few red deer, were seen, as well as bears, beavers, and musk-rats, the two latter in abundance along the river and small streams.

The rock is of the granite formation, mixed with mica in places. No indications of copper or iron were seen.

There being no squatters or improvements in the township no inspection returns will be required. The whole of the township, with the exception of about twenty chains on the west boundary and a few chains on the front of the sixth concession, being brulé, no timber plan will be necessary.

I have the honour to be, Sir,
Your obedient servant,

(Signed) C. D. Bowman,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 28.*)

DISTRICT OF NIPISSING.

Township of Hagar.

Eganville, Ontario,
November 20th, 1882.

Sir,—In accordance with instructions, dated 15th May, 1882, I proceeded by way of Toronto and Nipissing to survey the township of Hagar into farm lots of the three hundred and twenty acres each. Procuring supplies at Sturgeon Falls, I canoed up the La Veuve or Widow River until I struck the north boundary of the township of Dunnet, then followed the said boundary westward until I found the post planted by Provincial Land Surveyor McEvoy, in the north-west corner of the said township of Dunnet. I began the sub-division of the township of Hagar at said post, making it, as per instructions, the south-east corner of my township. I then ran the south boundary due west, nearly across the township, and one-half the east boundary due north astronomically; after which I proceeded with the sub-division according to instructions, making the line between lots six and seven, and the line between concessions three and four, my base lines. Repeated observations were taken during the survey to ensure accuracy.

The township of Hagar is well watered by numberless small creeks, but more especially by the La Veuve or Widow River, which enters it by three different branches. What appears to be the main stream crosses the north boundary in lot nine, from thence it flows south-westerly to lot thirteen, concession three, it then turns and flows south-easterly, leaving the township in concession one. What is known as the north-east

branch crosses the north boundary in lot one, flows south-westerly through lots one, two, three, and four, concession six, and lots five, six, seven, eight, and nine, concession five, joining the main stream in lot nine, concession five. Another branch, known as the north-west branch, crosses the west boundary in concession four, flowing south-easterly across lots fourteen and thirteen, joining the main stream in lot thirteen, concession three.

The river valley is generally narrow, and in places over one hundred feet deep. The average velocity of the current is about one mile and one-half an hour. I made a traverse of the river from the east boundary to where it is joined by the north-west branch. Above that it, as well as the two other branches, is very shallow, and full of rapids and flood-wood jams, and not navigable for canoes. The average depth of the part traversed would be less than six feet.

The La Veuve River appears to be well stocked with small fish.

That portion of the township of Hagar lying south of the river, excepting a few small flats in the river valley, is practically worthless for any purpose whatever, being rocks and mountains. North of the river, although much broken by rocky hills, about one-half of the area is fit for settlement. The soil being a heavy rich clay loam, free from stone, and well adapted for agricultural purposes. I consider about forty per cent. of the township of Hagar good arable land.

Bush fires have destroyed nearly all the timber. The only pine, or in fact any timber worth mentioning, left standing is on lots one and two, concessions one, two, and three. There is a small island of timber at the junction of the north-west branch with the La Veuve River, and another in lot eight, concession five. That portion of the township lying south of the river is a brulé, with scattered red and white pine, with some tamarack, balsam, and white birch, and is covered with dense undergrowth and fallen timber.

No economic minerals of any kind were found during the survey. The prevailing rocks are granite and gneiss. Veins of feldspar and quartz were frequently met with, also a few small boulders of pudding stone.

The located line of the Canadian Pacific Railway follows at an average distance of less than two chains, the north shore of the river, across the township, crossing the main stream immediately above the forks in lot thirteen, concession three.

Moose deer, bears, and beavers were frequently met with during the survey.

Trusting that the plans, field notes, and report will prove satisfactory.

I have the honour to be, Sir,
Your obedient servant,

(Signed) Frank Purvis,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 29.)

DISTRICT OF NIPISSING.

Township of Field.

St. Mary's, Ontario,
December 31st, 1881.

Sir,—I have the honour to inform you that I have completed the survey of the township of Field, under instructions from your Department, dated May 18th, 1881, and have to report thereon as follows:

Leaving Toronto on the 15th of June, I proceeded to the the township, via Rosseau and Nipissing, crossing Lake Nipissing by the steamer *Inter-ocean* to Sturgeon Falls. I then proceeded by canoes up Sturgeon River to the north-east angle of the township of

Springer, and having obtained on the 21st of June an observation of Polaris on east elongation commenced my survey by running the east boundary of Field on a course astronomically north, making the concessions one mile in depth, from one to six ; the lots were laid out forty chains in width along the south boundary by retracing the northern boundary of the township of Springer from numbers one to fourteen inclusive, and I found only twenty-seven chains, twenty-five links left for lot fifteen to the north-west angle of Springer, instead of thirty-seven chains as shown on sketch furnished me. From the post at the north-west angle of the township of Springer, the west boundary was drawn on a course north astronomically as per instructions. In carrying out the survey I ran the line between concession two and three from the east to the west boundary, on a course west astronomically making the lots forty chains in width to lot fifteen returning to side line between lots ten and eleven. I ran north astronomically to the north boundary. The western portion of the survey was then completed in the manner set forth in instructions, and finally I worked east completing the work at the north-east corner of the township.

The latitude of south boundary I assumed as north 46° 27′ 16″. The variation of the needle was found to be west 6° 15′. Astronomical observations were taken frequently during the progress of the work, the details of which will be found among returns of survey.

I have to report about one-third of this township fit for settlement. The valley of the Sturgeon River, which traverses this township from south-east to north-west, is clay soil with an occasional vein of sand, which when cleared will make excellent farming land ; while a fair portion of the township may be described as sandy loam, the best land is along the Sturgeon River and northern or central portion of the township, the other portion being rocky and generally unfit for settlement.

Considerable White Pine is scattered over the whole of the township, the south-west quarter is a very valuable limit of timber, the pine being of large growth and good quality, some very good pine was also found in the north-west quarter of the township, and the township generally is covered with a thick growth of white birch, balsam, spruce, cedar, tamarack, etc., here and there a few maples, some very good groves of cedar suitable for telegraph poles, and tamarack timber suitable for railway ties being met with.

As before stated the Sturgeon River traverses this township from north-west to south-east, eventually falling into Lake Nipissing. It is a stream about three chains in width and fifteen feet in depth, very suitable for driving purposes. The Tomiko River is the principal stream coming in from the north-east, and various creeks from other portions of the township—some of them being outlets of lakes—find their way into the Sturgeon River ; a few lakes, as shown on my plan of township, were met with.

The general character of the township is undulating, but not broken, here and there a cliff, but no very high hills are met with. The formation is granite and is but scantily covered with soil in many places, especially in the south-west, north-west, and north-east portions. I did not observe any traces of valuable minerals, and saw no rock but ordinary granite.

Access to this township is at present by Lake Nipissing and the Sturgeon River, but the Canadian Pacific Railway will doubtless afford the means of settlement at an early day.

There being no squatters in the township no Inspection Returns are necessary.

I have the honour to be, Sir,

Your obedient servant,

(Signed) H. R. McEvoy.
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 30.*)

DISTRICT OF NIPISSING.

Township of Dryden.

Belleville, Ontario,
December 19th, 1882.

Sir,—I have the honour to report that on receipt of instructions for the Survey of the Township of Dryden, I proceeded to carry out the same. Having, after some difficulty, arrived at my starting-point on Salter's Base Line, I ran due north six miles, thus establishing the south-west corner of the township. Then running due east, carrying along the south half of the work, and then due west, I completed the township.

As will be seen from my notes, the country in Dryden is rough, broken, and rocky, and as a whole unfitted for agricultural purposes. Some flats of fair land are to be found, and along the line of the Canadian Pacific Railway a few farms may be cultivated, but no settlement of any size can be formed. Its timber resources are also very limited, the greater portion of it having been destroyed by fire. Along the northern boundary—in several instances extending over the sixth concession—some good pine exists, either in groves or in a scattered form.

The only stream calling for notice is the Wahnapitae River, which has a large and constant flow of water, admirably adapted for the driving of logs and timber, although much broken by falls and rapids. Pike and other fish are found in it, but not in large quantities. Not a solitary lake exists in the township. Fur-bearing animals are scarce, a few beaver being about all. There are few traces of valuable minerals to be found in the rock, which is chiefly granite. It is needless forming an estimate of land fit for settlement, the percentage being so trifling.

I have the honour to be, Sir,
Your obedient servant,

Thomas O. Bolger,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 31.*)

DISTRICT OF NIPISSING.

Township of Wilkes.

Peterborough, Ontario.
January 10th, 1882.

Sir.—I have the honour to submit herewith the field notes and plan of survey of the township of Wilkes, performed under your instructions, dated 18th May, 1881.

This township lies east of the township of Ballantyne, and south of that of Boulter within the watershed of the Mattawan River.

It is situated very nearly on the height of land which divides the watersheds of the Maganetawan River flowing into the Georgian Bay, South River flowing into Lake Nipissing, and Mattawan River, which empties into the Ottawa.

It is divided almost diagonally from the south-west to the north-east corner by two fine lakes—Tea and Manitou Lakes—which are connected by a narrow chute a little more than a quarter of a mile long.

These lakes flow north-easterly into the Mattawan by the River Amable du Fond, which is itself a stream of some importance. With the exception of the two beautiful lakes referred to the general aspect and character of the township are about what is known of the Ottawa and Huron Territory, viz., partially broken by rough undulating tracts of hardwood upland, interspersed with low-lying patches of swamp-land yielding tamarack, spruce, cedar, etc., and the usual percentage of small lakes, ponds and marshes scattered between.

On arriving in the township and having taken the necessary meridian observations, etc., I commenced the survey of the line between concession two and three at its intersection with the west boundary.

This line I ran as a base to the east boundary, carrying through simultaneously the south boundary, concession line four and five and extending at the proper points the side lines north and south.

Returning to the west side of the township, further observations were taken at the intersection of concession line six and seven and side line ten and eleven. The latter was surveyed to the south boundary of the township of Boulter, and the concession lines started from it at the proper points east and west. On this general system of procedure the survey of the township was carried out and completed.

That part of the township lying south and east of Tea and Manitou Lakes and north concession ten can only be described in a general way, as a tract more or less broken by ridges of hardwood and mixed green timber separated by swamp valleys in which the prevailing timber is tamarack. In the uplands where maple, beech, and birch predominate the land is stony in many places to such a degree as to render cultivation impossible.

There are, however, occasionally met with patches of kind soil composed of sand loam of fair depth and fertility.

The swamps, which make up probably ten to fifteen per cent. of the total land area, present the usual characteristics, in some places soft and peaty, at others of a firmer consistency, especially where found resting on a clay or gravel sub-soil. There is no pine in quantity in this division of the township, and excepting black birch, it contains no timber of marketable value.

Along the west boundary, from a point near Tea Lake to the north end there is a strip of heavy hardwood about one block (one and a quarter miles) in width.

The soil too, is of fair depth and quality, and tolerably free from rock and stone in many places.

East of this strip of land, extending to Manitou Lake, and from Tea Lake to the north boundary, comprising about eight thousand acres, is a tract of rolling land covered with hardwood and green timber through which is scattered in considerable abundance some very fine pine and spruce.

The pine, in size, form, and quality, compares favourably with any that I have seen during several years' experience in northern Ontario.

Its value too is enhanced by its proximity to Manitou Lake and the capacious stream flowing out of it. The Canadian Pacific Railway also runs within twelve miles by water of this place, thus affording additional advantages and facilities for its removal to market.

The soil is not inferior, being of the usual kind of sand loam and the proportion of arable land is comparatively large. The north-east part of the township is rough and broken by low rock bluffs and ridges of granite rock enclosing stony flats and valleys of considerable extent. There are no large unbroken areas of cultivable land, but occasional patches of fair soil are often met with. The timber is very mixed and mainly consists of hemlock, spruce, tamarack, white birch, poplar, balsam, etc., mostly under average size. There is but little pine scattered over this part, although tamarack and spruce of fair dimensions are occasionally seen.

It may be worthy of remark here that although the country for miles north, east, south, and, I believe, west of this township has been lumbered over for thirty years or more, not one stick has yet been cut in it for that purpose.

The township also is singularly free of fallen timber. Excepting along the north shore of Long Lake on the south boundary, and for a distance of about half a mile east of it no evidence of fire or fallen timber to any extent was met with on the survey.

At the outlet of Manitou Lake, and on the north side are two half-breed settlers who have resided there some twenty years, and from whom the river Amable du Fond gets its name. They have an old clearing of some thirty acres on which they grow good crops of oats, beans, potatoes, turnips, and hay in abundance, for all of which they get double prices from the lumbering companies who come up the Ottawa in the direction of which all connection and communication is held. These settlers informed me that Tea and Manitou Lakes abound in salmon trout, white fish, bass, pickerel, etc., of large size. Salmon trout of thirty pounds weight having been sometimes hooked. In the river Amable du Fond some of my party caught speckled trout weighing two and a half pounds, and I understand that all the streams from this district flowing into the Ottawa are fairly stocked with this delicious little fish. The shores of Tea and Manitou Lakes, especially the latter, are deeply indented by bays which are shallow with flat sand bottom at the heads, but out towards open water the shores are lined with rock and stone sometimes dipping into the water at sharp angles. Reviewing the township as a whole, I do not consider it above the average for settlement, and, but for the pine tract I have described the timber product also would not come up to an average yield.

The proportion of arable land of the total land area I estimate at from twenty-five to thirty per cent.

I have the honour to be, Sir,

Your obedient servant,

(Signed) J. W. FITZGERALD,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

APPENDIX No. 32.

REPORT

ON

COLONIZATION ROADS

FOR THE YEAR 1882.

To the Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Ontario.

SIR,—I have the honour to present the usual annual report of the works and operations of the colonization roads branch of the Crown Lands department for the year 1882, which will, I trust, be satisfactory to yourself in its detail, and to the public, as shewing a large amount of work accomplished for the expenditure made.

Among the many works hereafter enumerated I may specially mention that of the Nipissing Road which has now been extended to the vicinity of Callender station on the line of the Canadian Pacific Railway, thus opening to the public a new inlet to a fine area of land in the townships of Ferris, Nipissing, Himsworth, and others south of the railway, and which must ere long become the centre of an industrial region as yet in its infancy, thousands of acres of which, I can testify from personal observation, are scarcely inferior to those of "Old Canada West," not only for general agricultural purposes, but for the culture of the usual assortment of Canadian fruits.

Special attention was also directed to the improvement of main leading roads, such as the Muskoka Road, Rosseau and Nipissing, and others in the east, and I submit that the efforts of the department in that direction have been successful for the amount of money at its disposal, as will I am sure be attested by those who may travel over the roads since the recent repairs upon them ; and it is gratifying to report a most favourable season of fall weather, which greatly aided our efforts in respect of road-making, being, unlike that of the general fall season, practically dry, up to the time when frost set it.

As regards the general expenditure this year upon roads and bridges I may state, that in consequence of the extensive lumber operations and the great demand for the same throughout Ontario, wages have been unusually high, and labour correspondingly scarce, which had the effect of reducing in some degree the amount of work accomplished for the outlay, but which, notwithstanding, will bear a favourable comparison with previous years.

The works are as follows, a summary of the expenditure of which will be found at the end of this report :—

NORTH DIVISION.

1. BATCHEWANING ROAD,

Leading from Sault Ste. Marie to Goulais and Batchewaning Bays, is now produced to the latter named bay, and at present ends on or about lot 54 of P. L. S., Abrey's survey, and sub-division of his road survey, made in 1872.

This year three miles of road were made, besides repairs over portions previously built, to the extent of about $500. The portion made this year is through a rough section of the district, and which is likely to continue for some miles beyond.

The Dominion Government made the usual grant of $1,000 towards the work.

2. Bury Road.

This road is in the Indian peninsula, in the County of Bruce, and is intended to reach Tobermory Harbour, as a trunk road through the district.

This year, work was begun on lot 26, between concessions 4 and 5, E. B. R. in the township of Lindsay, being the end of last year's work, and continued to lot 35; thence along the 35th side line, and to within a few rods of the old Bury Road—length made, 4¾ miles.

Nearly $300 were used in repairing a large quantity of crossway on the old road, which the bush fires of the previous season had entirely destroyed, so that altogether, a large amount of work has been effected for the expenditure of $1,500.

3. Barrie Island Road,

In the Township of Jordan, on Manitoulin Island, begins on lot 23, and ends on lot 29, between concessions 8 and 9. Being through a heavy black ash swamp, the work was necessarily expensive, but, the outlay of $635 has made it one of the best pieces of road on the island, and one particularly required by the Barrie island settlers.

4. Bidwell Branch Road,

Also on Manitoulin island, reaches from Little Current and West Bay road, in the 10th concession of Bidwell, southerly between lots 24 and 25, to the 4th concession, and from thence westerly to lot 26, a length of 3⅜ miles.

Prior to the opening of this road settlers were confined to ice or water communication, so that the road was an apparent necessity.

The cost of the road was $540, but to it may be added $173.28, which was spent in reducing a heavy hill on the Manitouaning Road, and was a difficulty too great for the municipality to encounter, while they gave $75 in addition to the above to assist the work.

5. Centre Road.

This is practically the centre road northerly and southerly of St. Joseph island, extending from "Richards' dock" to Tenby Bay; it and "Hilton Road" being at present the principal roads of the Island.

The work this year was opening through concessions H. I. K. L., between lots 10 and 11, to connect with the Hilton Road.

The work was heavy, being mostly swamp, but an excellent job is reported—length, 2½ miles.

6. Coffin Road.

Work was begun at the termination of last year's work on lot 2, concession 1, of Coffin township, and was produced three-fourths of a mile.

The expenditure includes the building of a bridge over Thessalon river, 73 feet long on the line of the road.

7. Coffin Additional Road.

A production of one mile northerly was effected in this case from the Great Northern Road, from lots 3 and 4, in the 5th concession of Johnson township; and in addition, 1¼ miles of the old road received repairs which were absolutely required.

8. Gore Bay Road

Is built to open a way to market for the large number of settlers in the Township of Mills, at the south-east end of Lake Wolsley, on Manitoulin Island.

The course of the road is from the town line between Gordon and Mills, southerly on the line between lots 10 and 11, to the road allowance between concessions 6 and 7, and from thence westerly to the town line of Burpee—6¼ miles.

9. Gore and Providence Bay Road

Is also on Manitoulin Island, and begins on the town line between Carnarvon and Campbell, at the 14th concession of the last named township—1¾ miles made this season of rather expensive work, including several large culverts, and a large quantity of cross-waying.

10. Great Northern Road.

The money was used in this case chiefly in repairing culverts and wooden structures between Sault Ste. Marie and Echo River. The road had become dangerous for want of these repairs.

11. Galbraith Road.

This road passes through the Townships of Rose and Galbraith. This year three miles were made northerly from last year's work into the latter named township, passing through a hilly and broken district.

12. Kakabeka Road,

Which is one of the roads in the Thunder Bay district, passes Murillo Station on the Canadian Pacific Railway and westerly towards the Kaministiquia River; it is not yet completed, but this year two miles were chopped out and 3½ miles graded besides some repairs upon the older sections of the road. Some necessary repairs were also made upon bridges in the vicinity of the road.

13. Long Bay Road

Is on Manitoulin Island, and in the Township of Campbell, beginning at the first concession between lots 25 and 26, and ending at the 5th concession—a distance of over two miles (2⅜ miles).

This work opens a road for a great many settlers in the south-west part of the township, and must therefore be of great advantage to them.

14. Lefroy (or Kirkwood) Road

Was extended from the Bruce Mines Road (or perhaps more properly, the "Thessalon Road" from a point near the north-east angle of section 22, of Kirkwood, easterly through the Gore of Kirkwood, (lots 8, 9, 7, 6, 5,) and striking, approximately, the line between the 3rd and 4th concessions, a distance of 2½ miles. In addition, a bridge was built over a creek of considerable proportions, requiring a main span of 40 feet, and total length of 75 feet. A large amount of work was accomplished, therefore, for the expenditure.

15. Mudge and West Bay Road

Begins on the shore of West Bay between the 14th and 15th concessions of Billings, and continues on to lot 26 on the same concession line. The work was heavy, a black ash and elm swamp, which is now chopped, cleared and grubbed.

16. Mudge and Gore Bay Road.

The work in this instance was continued from the end of the work of the previous year to lot 16, in the Township of Allan. A further portion was also made from lot 20 to lot 24, passing round the end of Ice lake—1¾ miles made, mostly swamp, and therefore expensive.

17. Oliver Road.

After completing his work on the Kakabeka Road, the overseer began upon this, cleaning out ditches along the muskegs from the 1st to the 4th concessions, besides repairing the distance between Prince Arthur's Landing and the Oliver town line. Altogether 10 miles were repaired, including many culverts and structures. The road is now reported an excellent one.

18. Port Finlay Road.

As mentioned in last year's report, only about $500 were spent upon this road in consequence of a delay in obtaining from the Dominion Government a promised grant of a like amount. This year, however, the money was obtained, and, with the Ontario grant, was expended in producing the road northerly from the end of last year's work, to Barriver, a little north of the south-west angle of the north-west, quarter section of section four, Township of Laird, or to within less than half a mile of the south town line of Macdonald—over three miles. The work is well reported of, and it is expected that another similar grant will be spent next year in its further production towards the Great Northern road.

19. Sandfield and West Bay Road,

Which is another of those on Manitoulin Island, was commenced where the operations of last year were ended, near Big Lake, on the 8th and 9th concessions of Sandfield township; thence round the end of the above lake, and to the line between lots 25 and 26; thence northerly to Manitou Lake; thence westerly along the blind line between concessions 9 and 10 to the town line between Carnarvon and Sandfield; and from thence northerly to the corners of the four townships of Billings, Bidwell, Sandfield and Carnarvon, a length of 3½ miles, and gives roadway to the Sandfield Mills.

20. Second Line Road.

The original object of this road was to reach "Gros Cap" on lake Superior, and which was accomplished this year. Work was begun at the north-east angle of the north-west quarter section of section 34 of the Township of Prince, and from thence half a mile to the north-west angle of said section; thence south half a mile to the centres of sections 33 and 34, and thence westerly to strike the lake. There were 3½ miles built and 2 repaired.

21. Silver Islet Road.

Fifty miles of this road have been cut out about ten feet wide for the purpose of making a winter road or trail from the south side of Thunder Bay to Silver Islet.

At certain seasons of the year, chiefly in spring and fall, it was impossible to get across the peninsula with the mails, but teams will now find no difficulty in making the journey.

The expenditure for the work is about $1,400.

22. Thessalon River Road.

The Dominion Government has joined in the cost of making this road to the extent of $500, and it will be found a good investment, for, if produced as contemplated, it will open up the Thessalon River reserve, and add materially to its value.

By agreement with the Indian Department at Ottawa the selection of route was left to the overseer appointed by this Government, and he reports a good location thus far, and one satisfactory to all interested in it, who live in its vicinity.

This year three miles of the road were made, beginning on what is known as the Bruce Mines, or Thessalon Road, at the south-west angle of lot 5 of the Thessalon River survey, and making the highway easterly following approximately the south side of the said lot five, and continuing on the same course to the south-east angle of the south-west quarter section of section twenty-five.

A further extension of this road easterly is extremely desirable. The portion made is well done.

23. W. and 14th Concession Road.

The work on the line indicated by its name (on St. Joseph island) is two miles in length, and was begun on lot 1 and ended on lot 10 of concession 14.

Settlers gave $100 in labour in addition to the Government work.

WEST DIVISION.

1. Alsace Road

Begins at the Rosseau and Nipissing Road, on lot 191, and is produced two miles easterly to the 2nd and 3rd concessions of Nipissing, to reach a settlement very much in need of an outlet. It is chopped out sixty feet wide and well graded. Its farther production is required.

2. Bridges on Nipissing Road.

These are two in number, and have been named Wistiwasa and Burford's Creek bridges, the former being 76 and the latter 78 feet long. The first named cost $548.41, and the other $432.52, both excellent bridges, and built strictly in accordance with plans furnished by the Department. Main span in each case 60 feet.

3. Baxter Road and Bridges.

The object of this undertaking is to let settlers in Baxter out to Port Severn and Waubaushene. Without this work the people were entirely at the mercy of the water route, having no road.

Two bridges are required upon the road, one of which is completed, and the other is in course of construction.

4. Bracebridge Road

Is on the north town line of Draper from lot 10 to lot 16. Owing to the generally rough condition of the South Macaulay Road north of it, this road, being a better line will largely be used instead of it, and might with advantage be produced still farther easterly.

5. Brunel Road.

Work begun one and a half miles east of Port Sydney and repairs made five miles easterly. The road was impassable before the work of the present season.

6. Carling Road.

This is a new road running from the north-west road into Carling Township. The full returns are not in (though the work is completed), so that a full description is yet wanting.

7. Chaffey Bridge and Road.

The bridge is over East River on lot 30 of the 6th concession of Chaffey; a sixty feet span with approaches, making a total length of about 104 feet.

These bridges are great aids to settlers and settlement; in many instances they are able to make their roads but cannot manage so large an engagement as a bridge.

The Chaffey Road is made along the road allowance between concessions 2 and 3 of Bethune, and the length accomplished this season is $2\frac{1}{4}$ miles. It reaches a good settlement hitherto without a road.

8. Christie Road.

Altogether about fourteen miles of this road were repaired, although the chief repairs were at the east end of the road, and included some bridging.

The road reaches from the Rosseau and Nipissing Road at Seguin Falls to the Parry Sound Road. It is now in a fair condition and should in my opinion be kept in future by the municipalities.

9. Christie and McDougall Junction Road,

From South McDougall road to Christie Road in Foley. The work was from lot 16, concession 2 of McDougall easterly to lots 10 and 11, and from thence southerly to the Christie Road, on lots 10 and 11, concession 10 and 11 of Foley.

10. Commanda Road

Is one of considerable age, running from the Rosseau and Nipissing Road towards Commanda and Restoul Lakes. It was very much out of repair, and the small grant of $500 was given to make it at all passable.

For the money $2\frac{3}{4}$ miles were put in very good condition. A further grant is asked for to repair and extend the work.

11. Draper and Ryde Town Line Road

Is the opening of the town line between Draper and Ryde through lots 16, 17, 18 and 19 to meet the side road between lots 10 and 11 of Draper. This was accomplished, as also about one half mile of the aforesaid side line, so as to meet an old settlers road in the 2nd concession—$1\frac{1}{2}$ miles made in all.

12. Draper and Gravenhurst Road

Is a work from the 3rd concession of Draper northerly between lots 5 and 6. It was a quarter of a mile of heavy crosswaying.

13. Denville Swamp Road.

This expenditure was the opening of a road from the Muskoka Road westerly through the 4th concession of the township of Strong to make a way for ingress to Nichol's mill—about half a mile made.

14. Distress River Road.

This is an important road, requiring more money upon it to make it adequate to the wants of the district. Two miles were constructed this season, beginning at or about the line between lots 10 and 11, and between the 8th and 9th concessions of Strong, and working westerly.

There were also 100 rods of crossway made upon the old portion of road opposite lots 5 and 6 in the 8th and 9th concessions of Chapman, with other important repairs.

This road should be extended at least to the head of Stony Lake, so as to reach Dunbar's mills.

15. East Armour Road.

Five miles of this road received general repairs and a great improvement effected. It was a small grant very well expended.

16. East River Road

Is that between Huntsville and Hoodstown, and was in a wretched condition. The work done upon it this season is of a permanent character, and extends over three miles in the Township of Stisted.

17. Eagle Lake Road,

Produced from the Eagle Lake Bridge in the 5th concession of Machar easterly to the intersection of the Muskoka Road location, between lots 20 and 21, con. 4, $1\frac{3}{4}$ miles. Half a mile of repairs were also made over a rocky ridge which had only been chopped out previously, so that $2\frac{1}{4}$ miles of new road may be said to have been made, and an excellent job effected.

18. Gurd Road.

It was intended to extend this road, but the condition of the portion made was such that its general repair was found to be the more advisable; 9 miles were therefore well repaired from the Rosseau and Nipissing Road to the west boundary of Himsworth. It is an important road, leading, as it does, into a prosperous settlement, largely German.

19. German Settlement Road.

This is a small work, the grant being to assist in opening a swamp to enable the inhabitants to get to the Rosseau and Nipissing Road. It is 3 miles East of Mecunoma, terminating on lot 133.

20. Gravenhurst and Draper Road.

The appropriation enabled the overseer to repair 8 miles of this road, 5 of which are reported as very well done. The work was commenced at the "Finger Post," three miles north of Gravenhurst and continued easterly along the old road, It was a much needed work.

21. Himsworth Road.

This work was let by contract to those living in the vicinity of the road. It was the chopping out of the road allowance in Himsworth, between lots 20 and 21, through con-

cessions 7 to 16 inclusive, for the purpose of reaching the Nipissing Road. Some of the jobs are not yet completed and therefore the accounts are unsettled, but $200 have been paid upon it.

22. Junction No. 1 Road.

Ten miles repaired, beginning 4 miles north-easterly from McKellar Village, and extending to Spence on the Rosseau and Nipissing Road. The road, for want of labour upon it, had become quite impassable. More money is still required in this case, it being an important east and west road and still far from first class in character. The country through which it passes is very rough and broken.

23. Junction No. 2 Road.

This was a small job let by contract, and was a diversion from the old road to avoid the necessity of rebuilding a long, high and expensive crossway. $125 is the cost of the work.

24. Kearney Branch Road

Is also called Sand Lake Road, but more properly Kearney No. 2 Road. It has been produced 2¾ miles, beginning on lot 4, concession 14 of Bethune; thence north and east to the bridge over the Maganetawan River on the town line between Bethune and Proudfoot, and on to opposite lot 13. Two and a half miles of the Kearney road proper were repaired also, from Kearney P. O. to the 14th concession. This latter may be called new work as the former opening of the road was simply chopping it out, at a very cheap rate, some years ago. The improvements are very satisfactory.

25. Lorimer Lake Road.

As intended, this road is now produced to the North Road from Parry Sound. This season the overseer began his operations on lot 1, con. 9 of Hagerman, and ended on lot 38 of the road survey, the course of the road being north easterly. The amount accomplished is 3⅝ miles which the inspector reports as admirably done, and that a large settlement is now supplied with road accommodation who previously were quite shut in.

26. Lake Shore and Danes Roads.

On the Lake Shore Road about 2 miles have been very permanently repaired, between lots 5 and 6 and on 4th and 5th concession line of Monck, to the west side of lot 10 in the 6th concession. On the Danes road opposite lot 20, cons. 10 and 11, 80 rods of crossweying repaired.

27. Menzies Bridge.

This is a structure having a main opening of 56 feet, and total length of 92 feet. It is now in course of erection, and will, when completed, open the only road the residents of Armour township have of reaching the Muskoka Road, Burk's Falls, and the markets generally. It is over the south branch of the Maganetawan River, on the line between cons. 8 and 9, and upon lot 7 of Armour. There has been paid on account of the work $536,63 or about its cost.

28. Musquosh Road.

There were 5 miles in this instance, well repaired. The work was begun 2 miles north of Gravenhurst and extended northerly and westerly along the road. Two bridges

were built to replace others which had been swept away by flooding, the structures being somewhat low. Toward these bridges Mr. Mickle gave $100. The Huston Lumbering Company $100 and the Muskoka Council $50, which, with the Government appropriation, enabled the overseer to complete an excellent work.

29. Macaulay Road.

The money in this case was spent in reducing the gradient of two heavy hills and building a large stone culvert.

30. Missionary Road.

One and a quarter miles repaired, from lot 37 Rosseau and Nipissing Road easterly. An excellent job done.

31. Muskoka Road.

The Government contributed $150 towards the repairs of bridges on this road in the Township of Morrison. Very excellent repairs were made between Huntsville and Cyprus, over a length of 6 miles; and the road was extended northerly 4 miles, reaching to the 10th and 11th cons. between lots 15 and 16. Another 4 miles are logged out and made as a winter road as far as the 4th and 5th concessions of Machar, meeting the Eagle Lake road.

32. Milne's Mill Road

Is from the Muskoka Road westerly along the blind line between the 1st and 2nd concessions of Strong, westerly, nearly one mile to the mills.

33. Nipissing Road.

The Canadian Pacific Railway has now been reached with this road, striking it at or near Callender Station on lot 32, con. 15, of Ferris. Portions of the road are not yet sufficiently well made for general traffic, but a good winter road will be found. The work was commenced on lot 15, con. 21 of Himsworth: thence northeasterly to the 26th and 27th concessions at South East Bay and thence northerly to the railway, following approximately the line between lots 32 and 33 of Ferris, some 8 miles in all. On this route are Burford and Wistiwasa Bridges before described.

34. North Chaffey Road.

This is a small work on the line between concession 12 and 13 of Chaffey, the repairing of crossways and bridges,

35. Oka Road.

This is constructed chiefly in the interests of the Oka Indians now settled in Gibson township, to afford a road from the "reservation" to Bala. The road is 4 miles long and reaches from a point south of the dam at Musquosh or Bala, south-westerly to the Indian settlement. The country over which it passes is rough and rocky.

36. Peninsula Road,

Produced from lot 12, concession 14 of Humphry north-easterly, to intersect the Parry Sound road at Ashdown, 1½ miles north of Rosseau. This 3½ miles completes the road

and gives a highway from Rosseau to Gravenhurst, via Bala and the Musquosh Road, and to Bracebridge by way of Port Carling and the Lake Joseph Road, or the Lake Shore Road. The road was cheaply built, is through a broken country, and therefore not one of the best.

37. Perry and Monteith Road.

This road was repaired in two sections. It was repaired from the Stisted Road on lot 15, con. 12 of McMurich, westerly, and again from Emsdale, westerly. Some excellent work was done, including important diversions for the purpose of improving the location and to follow original road allowances. One and three-quarter miles also constructed, the extension of the road easterly from lot 19, con. 10 of Bethune, to lots 25 and 26—altogether 5 miles of repairs and $3\frac{3}{4}$ miles of new work.

38. Parry Sound Road.

This is the rebuilding of a crossway at the outlet of Whitefish Lake. A complete stoppage of traffic was threatened, and thus the work became a necessity.

39. Poverty Bay Road

Was produced $1\frac{3}{4}$ miles from the line between lots 5 and 6 of Croft township, westerly to lot 13. The country pierced by this road is a good agricultural district.

40. Peninsula Creek Bridge

Is near the town line, about lot 28 of Brunel, and is over Peninsula Creek. The requirements of the settlement demanded this work, a large section of country being in a condition of suffering for want of a passage over the creek.

41. Rosseau and Nipissing Road.

A large amount of work was done this year upon this road and is of a very permanent character. The repairs extend from 5 miles north of Rosseau to within 4 miles of Maganetawan Village, 28 miles; at least 7 of which were exceedingly well done, the balance consisting chiefly of repairs and renewals of bridges. Other repairs were made near Commanda to keep the road in a passable condition.

42. Red River Bridge.

This grant was used in connection with a similar sum given by the residents in renewing an old Government structure which time had rendered unsafe. It is now an excellent bridge.

43. Ryde, and Ryde Centre Roads.

Ryde Centre Road is on the road between lots 5 and 6 in 10 and 11th concessions of Ryde township, and the work consisted of 60 rods of crosswaying, and in all 1 mile of work.

"Ryde Road" is repaired between Dalton and Washago Road, and Housey's Rapids from the 8th concession south on old line between lots 25 and 26 to the 3rd concession. The money was well expended on both works.

44. Seguin River Bridge.

This is the renewal of one almost entirely destroyed by fire last year. It is on the McDougall Road and over the Seguin River. The work is not yet quite completed.

45. Sinclair Road

Was produced 3 miles from the end of last year's work, namely, from lot 2, concession 13 of Sinclair to the 3rd concession of Bethune between lots 25 and 26. This road as a whole is not a good one, having been at the first very cheaply constructed. Any further grant made upon it should be for its general improvement throughout before any new work is undertaken.

46. Stisted South T. L. Road

Is between the Muskoka and Stisted Roads on the town line after which the road takes its name. The distance is about 5 miles and has been with the appropriation about completed through the township, while the amount was of course insufficient to make it a first-class work.

Another expenditure of about $250 was made in Stisted in opening two miles of road from the 5th concession, northerly between lots 10 and 11, to a creek in the 8th concession where a bridge is required as well as the further production of the road to the Cardwell Road.

47. Savage Settlement Road.

This work is more properly on what has been designated the Chaffey Road, though running into the Savage Settlement. It was produced this season 2½ miles from the line between lots 23 and 24 near the blind line between the 1st and 2nd concessions of Perry, easterly to lot 28, and from thence north-easterly in almost a right line to that between lots 30 and 31, and between the 2nd and 3rd concessions of the same township. The road should now be turned northward and extended towards McGill's Mills to make it of the full value contemplated.

48. Stephenson 4th Con. Road.

Repairs over 2 miles of the road, but chiefly upon a rough rocky hill in the 8th concession of Stisted.

49. Whitestone Lake Road.

This is the opening of a road from the North Road between lots 25 and 26 of Hagerman, southerly to connect with the Ah-mic-lake Road in McKellar.

EAST DIVISION.

1. Anstruther Road.

From last year's work extended to lot 36, concession 11 of the township of Anstruther, 2½ miles.

2. Addington Road.

This year's work was a diversion of 7½ miles to avoid a very rough section of the original road. The grant was insufficient to complete the work properly, but the road is passable and a great improvement on the old road.

3. Anglesea Road.

This road is eight miles long, and was this year repaired throughout its entire length and with the repairs made is now a good road.

4. Alice and Indian River Road

Commences between Wilberforce and Alice on the road allowance between lots 20 and 21 and continues from thence easterly along the said road allowance $1\frac{1}{4}$ miles. It is a new road cut 40 feet wide and graded well throughout.

5. Arden Road.

The work of this season upon the road in question was in the township of Kennebec and began at the termination of last year's work on the 11th concession, and was continued southerly to the south boundary of the aforesaid township, connecting with a settlers road, in Hinchinbrooke, leading to Parham Village.

The work, though partly repairs, may be regarded as new work.

6. Algona Road

Is on the 9th concession of the township of the same name and extends from lot 2 to the town line. The work of the season began on lot 24 and continued westerly 1 mile ; new work, chopping out and grading.

7. Algona South (3rd Line), Road.

This road is on the town line between Grattan and Algona, extending westerly between the 2nd and 3rd concessions of Grattan—$1\frac{1}{2}$ miles of new road.

8. Algona 6th Line Road,

On line between lots 25 and 26 in the 8th concession of South Algona, commencing at the line between 8th and 9th concessions—about $\frac{3}{4}$ miles of new work.

9. Admaston Bridge and Road.

The bridge is on lot 21 concession 8 of Admaston, a new structure 100 feet long entirely of cedar.

The road is from the east side of the 6th concession on the road allowance between lots 18 and 19, proceeding from thence westerly along or near said road to the 13th concession ; a length of 6 miles. The work upon the road is, for the expenditure, very satisfactory.

10. Bolsover Road.

These repairs are through the township of Carden. The work consisted of one quarter mile of swamp, raised 3 feet or thereabout, approaches of considerable length made to bridges along the route, and grading also done, the whole being reported as very satisfactory and much required in the public interests.

11. Burleigh Road.

Repairs were made 2 miles north and two miles south from the Monck Road, making 4 miles, and again between Apsley and a point 7 miles north, making in all 11 miles of repairs.

12. Buckhorn Road

Repaired from the Monck Road north 7 miles, and from Buckhorn north 4 miles. The country is rough and the road is consequently rough, stony, and irregular.

13. Bobcaygeon Road.

Repairs began at Kinmount and extended 4 miles southerly. This is a rough road requiring repairs both north and south.

14. Barrie Road

Extends from the Addington to the Frontenac Road. The first 6 miles were made by the residents, and the last 1½ miles also. The intermediate space being opened by the Government. Nine miles were improved this year.

Another work was on the line between the 4th and 5th concessions of Barrie, beginning where the said concession line intersects the Addington Road, and from thence easterly 1½ miles. A new bridge occurs on the work, span 20 feet. The mile and a half was graded throughout.

16. Bagot Road.

Work began on lot 25, concession 8, of Bagot, and was extended westerly along the old Madawaska Road 5 miles. Whole distance graded and culverts repaired. This road is also known as the Ashdad Road.

16. Cameron Road.

This appropriation was spread over 6 miles, extending from the Rosedale Locks to Village of Coboconk. A good deal of rock blasting was done, this element being the chief difficulty with this as with many other colonization roads.

17. Cavendish Road.

The following is a full description, namely, commencing on the line between concessions 10 and 11 of Galway, and about 5 chains east from the north-west angle of lot 22 in the 10th concession. Thence easterly along the 10th concession and along the south side of Trout Lake, crossing Nogies Creek about 50 rods south of said lake and near the limit between lots 23 and 24; thence easterly along the south side of said lake to the west boundary of Cavendish, intersecting the same where the road allowance between concessions 10 and 11 of Cavendish intersects the said town line; thence easterly along said last named concession line to lot 8, there meeting a waggon road which leads to the Buckhorn Road, length, 6 miles. The bridge over the creek above named is 90 feet long with main span of 30 feet, and height 12 feet.

18. Chandos Road.

Two portions of roads—the first being repairs from lot 23 in 13th concession of Chandos, easterly to the boundary line—2½ miles; and the second from 2 miles east of the Hastings road westward 4 miles—several deviations made.

19. Carlow Road.

Five miles of the old portion of the road repaired, and 4 miles of the new, or extension, chopped out and partially made.

20. Cobden and Eganville Road.

Repairs began 5 miles east of Eganville, and extended easterly to the 5th line of Bromley 4 miles. This road is mostly over a limestone flat, requiring the filling in of rock crevices, etc.

21. Chalk River Road.

This is an uncompleted work in the township of Wylie. $500 drawn on account of the road.

22. Crottie Meadow Road

In South Algona, begins on lot 32, concession 5, and extends in a south-easterly direction, crossing lots 31 in the 4th and 5th concessions, 30 in the 4th and 3rd, 29 in the 3rd, 28 in the 2nd, and ending on 26 in the 1st concession. Length 3 miles. Work consisted in removing old timber and logs, making culverts, covering crossways, etc.

23. Combermere Road.

This is in reality that portion of the Peterson Road between "Brudenel Corners" and Combermere Village on the Madawaska River. The repairs were very much required, the culverts and crossways being entirely decayed and dangerous.

24. Culls Road.

Two and a half miles repaired. The road begins on the "Opeongo," where the road allowance between lots 15 and 16 intersects the same, and thence northerly along the said road allowance.

25. Deer Lake Road.

Repairs commenced at Monck Road, on lot 16, concession 12, of Cardiff, and extended to lot 25, concession 18. Three and three-quarter miles of very rough road were made with the present repairs a very good one.

26. Douglas and Haley's Station Road

Is in the township of Bromley on the north side of the Bonnechère, and is 8 miles long. Two and a-half miles were improved very materially, the work consisting chiefly in elevating the road-bed, which was too low and wet for general use, loaded teams being unable to pass over it.

27, Douglas Road.

This road being exceedingly rough and hilly, the work was largely in reducing them to a practical slope. Its course is as follows: Commencing at Douglas on lot 4, concession 8 of Bromley; thence east to concession line between 7 and 8; thence northerly along concession line to that between lots 12 and 13; thence east to line between concessions 6 and 7; thence northerly to line between lots 15 and 16, or to the Eganville and Cobden Road, 4½ miles.

28. District Line Road,

Between Stafford and Alice townships. The line had been opened previously in a very rough manner, but required the outlay upon it to make it at all passable as a good road. The work was from the south-east corner of Alice northerly 3 miles.

29. Donegal Road.

Repaired from Eganville to Delaney's Creek—5 miles—crossways repaired, stones removed, etc.

30. Eighth Line Alice Road.

This work was begun on the boundary between Alice and Stafford, on the line between 21 and 22, on ranges A and B of Alice; thence westerly along the said line to the 8th concession, 1½ miles; graded 16 feet wide throughout and a large number of pine stumps removed.

31. Frontenac Road.

Repairs from Ompah to Playfair's Corner—8 miles. Work said to be exceedingly well done.

32. Frontenac Junction Road.

This work is from the Frontenac Road to Clarendon Station on the Kingston and Pembroke Railway—18 miles repaired.

33. Fermoy and Sydenham Road

Described as follows: Commencing at Sydenham Village, on lot 5, concession 4, of Loughboro'; thence north to the 6th concession line; thence east along said last mentioned concession line to that between lots 6 and 7; thence northerly along said last named line to the 8th concession; thence north-easterly across concessions 8 and 9 to the 10th concession, intersecting the same on lot 10; thence in a north-westerly direction around the west end of Otter Lake to the north end of lot number 7 in the 12th concession—total length, 10 miles. The repairs began 2 miles north of Sydenham and were extended 8 miles. Phosphate mines in the vicinity of this road causes heavy traffic over it, hence the repairs became an absolute necessity.

34. Flinton Road.

Four miles repaired, making it a very good road throughout its entire length.

35. Fifth Line Bromley Road.

The route of this line is so low and flat that brushing and ditching were required throughout the greater portion of the 2 miles made. The work was from the south side of lot 10, in the 5th concession of Bromley, northerly along the said concession to lot 15.

36. Glamorgan Town Line Road,

Being the boundary line between Glamorgan and Monmouth, and extending from the Monk Road to reach settlements in the 8th, 9th and 10th concessions of Glamorgan—2 miles made.

37. Glastonbury Road.

This road begins on the Addington Road, and at present ends at the north-east angle of Kaladar township—7 miles.

38. Grattan and Algona Road

Commences on the 22nd concession of Grattan, at lot 26, and extends westerly to lot 36 in the 24th concession—4½ miles. The greater portion graded and many hills reduced.

39. Haliburton and Doyle's Road.

Fifteen miles repaired, from a point 8 miles east of Haliburton Village easterly.

40. Haliburton and Guilford Road.

There were 6 miles of this road repaired between the Peterson Road and Haliburton. The road commences at the village on lots 17 and 18, concession 8, of Dysart, and from thence north-easterly to the line between concessions 9 and 10, intersecting the same on lot 20; thence westerly along the last mentioned road allowance to lot number 17; thence north-westerly to the Peterson road on lot 7, concession 13, of the aforementioned township, a total length of 7½ miles.

41. Harvey Road.

This road commences at the Bobcaygeon Road on lot 16, concession 9, of Harvey, and continues from thence easterly along the north-west side of Pigeon Lake and ending on the Buckhorn Road about 4 miles north of Buckhorn Village. This year the work was begun near the line between concessions 10 and 11 and continued westerly 3 miles. The ground was very low generally, and required raising and ditching over a considerable portion of its length.

42. Hastings Road.

A large amount of work was done upon this road. In addition to the 10 miles repaired, a bridge was built over Egan's Creek 100 feet long, having a main span of 30 feet—the structure being 12 feet high and covered with two-inch planking. The repairs were from Egan's Creek to York River, and included a deviation 1 mile in length from free grant lot 40 to lot 49, east of the road in Dungannon.

43. Herschel and Faraday Town Line Road.

Work commenced on lot 25 and continued westerly 2½ miles to Cardiff township.

44. Hagarty Road.

The length of the work is 1½ miles which was graded throughout and all crossways covered. It is from lot 1 in the 6th concession of S. Algona, westerly along the concession line

45. Horton and Ross Road.

Improvements made from the north boundary of Horton, where line between concessions 3 and 4 intersects, southerly along said concession line to the road between lots 20 and 21, 3 miles. One mile of work was also performed on the side road between lots 20 and 21 in the 4th concession.

46. Kirkfield Road.

Altogether 13 miles of this road were repaired, and it was also extended 1 mile to connect with the Monck Road. The outlay also includes building a bridge, towards which the municipality contributed about one half its cost. Another bridge 66 feet long was also erected, so that a large amount of work has been managed for the $550 expended.

47. Kennebec Road.

Repairs from Cross Lake Bridge in Kennebec, westerly, to the Glastonbury Road, a length of 4 miles.

48. Lutterworth Road.

Some excellent repairs were made over several (8) miles in this instance, the roughest sections of the road being selected for operations.

49. Lavant Road.

Twelve miles of this road repaired and 5 on a branch of it called "Joe Lake," in Lavant, from lot No. 6 in the 5th concession to the rear of the township.

50. Lonsdale and Bridgewater Road.

This road is in three sections and is made to complete communication between Lonsdale on Salmon River in the Township of Tyendinaga, Bogart's Mills, and on to Bridgewater in Elziver township. The first section is in Tyendinaga, and the other two sections in the township of Hungerford, the combined length being some 7 or 8 miles.

51. Monmouth Road.

A road begun last year and made a distance at 3¼ miles. It was extended this year 3 miles, crossing lot 9 con. 1 of Dudley ; 8, 9 and 10 in con. 16 of Monmonth, and lot 10 in 15th con., ending on the side line between lots 10 and 11 on the road allowance between concessions 14 and 15 ; 3 miles made. A further extension of the road is being strongly urged by those interested.

52. Monck Road.

Repairs were begun 7 miles east of Bobcaygeon Road, and extended easterly 5 miles to what is known as Devils Creek, where a substantial structure 200 feet long was built to replace the old bridge. Other repairs were made east of Norland. Annual repairs are still required upon this road, it being the chief east and west artery of the district.

53. Methuen Road.

Work commenced on the Chandos Road upon the road allowance between lots 25 and 26, and on the line between concessions 2 and 3, from thence the road was made northerly 1¼ miles.

54. Mississippi Road.

East of the Hastings Road two bridges were renewed, and the balance of the grant spent in general repairs. East of Addington Road, about 15 miles were improved very much. The principal operations were between Ompah and Vennacher.

55. Monteagle Road.

Two miles added to this road, being from last year's work southerly on the road allowance between lots 10 and 11 to the line between the 8th and 9th concessions of Monteagle. It is intended eventually to unite this with the Hastings Road.

56. Mississippi and Frontenac Junc. Road.

The first 3 and last 2 miles of this road were very good, the middle portion being rough. The whole length is about 7½ miles and has been very much benefited by the expenditure upon it, and it is now in very good shape for general traffic.

57. Mississippi and Addington Road.

This is practically a diversion of the Mississippi Road to avoid what is called and known in the locality as "Eagle Hill." This new road, which is 2½ miles long, is an excellent location, and, with some additional work upon it will be found of untold advantage to the people, enabling them to escape passage over the hill mentioned, and in lieu thereof to get an almost level line.

58. Muskrat River Bridge.

Over Muskrat River, on lot 23, of the first concession of Stafford. When completed it will be 130 feet long, main span 50 feet, and remaining portion 15 feet spans supported by bents.

59. McNab Road.

The work was confined to the reduction of some heavy clay hills and filling in a deep ravine over a stone culvert. The work was let by contract by the overseer at a good bargain, and the work was well done.

60. Opeongo Road,

Repaired in three sections, as follows :—1. From 2 miles west of where intersected by the Peterson Road, 2 miles westerly. 2. Along the 16th concession of Brudenel, over a very stony portion; and 3. From Renfrew westerly, 6 miles. This last section was also rough and stony.

61. Osceola and Pembroke Road.

Commencing at the north boundary of Bromley where the 3rd concession line intersects, the road was repaired 2¼ miles southerly, along the 3rd line. The work was heavy ditching and grading, well done.

62. Portland and Hinchinbrooke Road.

This road is through a poor section. It begins at the boundary between Camden and Portland, where the 9th con. of Camden intersects the road. From thence it is made north-easterly, crossing 27 in the 13th, and 27, 26, 25, in con. 14 of Portland, meeting the south boundary of Hinchinbrooke, where the road allowance between lots 10 and 11 intersects it; thence northerly along said 14th con. line to Chippego Lake on lot 8, cons. 10 and 11, the length being 5 miles. For the outlay ($300), a good work was effected.

63. Pembroke and Eganville Road.

An old road. The work was about Lake Doré and includes 3¼ miles of grading, brushing and gravelling, besides 20 new culverts made in the distance.

64. Pembroke and Stafford Road.

Repairs from lot 24, con 3 to line between lots 18 and 19, 1½ miles—work, blasting rock, building bridges and grading roadway.

65. Palmer Rapids Road.

A road in the township of Raglan, leading to the Madawaska River. Through a delay in the receipt of provisions, etc., this work was delayed and the final report is not yet received.

66. Packenham Road Bridge.

This work is not yet completed.

67. Perrault Settlement Road.

A mile and a half made and repaired. The road is in Grattan in the 12th and 13th concessions.

68. Peterson Road.

There were over 5 miles repaired on the Peterson Road, east and west of the Hastings Road, and included a new bridge over Papineau Creek 195 feet long, together with a diversion of 2½ miles to avoid a hilly district.

69. Sharbot Lake Road and Bridge.

This is a work to be completed during the coming season. It is to be a floating bridge 800 feet long at the Sharbot Lake Narrows, and in connection with it, about 4 miles of road to complete the work. There is now no means except by water, of reaching Sharbot Village, even on foot, without trespassing upon railway property. The bridge is on lot 11, con. 4 of Oso.

70. Sheffield Road.

Work from Tamworth easterly on or near the road between lots 5 and 6 to con. 10; thence northeasterly across lot 6 in concessions 10 and 11 to that between the 11th and 12th concessions.

71. Snake River Bridge.

This is a work not finished. The bridge is over Snake River on the town line between Westmeath and Bromley and on the last lot in Bromley.

72. Sebastopol Road.

This is usually called the Clear Lake Road. Six years ago it was made passable, but imperfectly finished. This year the many stones which were upon the road we removed, and the culverts and bridges repaired.

73. Shamrock Road.

These operations were from lot 1 in the 11th concession of Admaston, northerly to the Village of Shamrock, on lot No. 10, the work being the removal of boulders and stones, the repairing of culverts and crossways and general grading.

Tamworth and Oso Road.

The chief difficulty in this case is steep hills along the line, and on account of a large amount of railway traffic, or rather traffic owing to the construction of railways near Arden, the road was much destroyed. The repairs were extended pretty well over the road and very much improved it.

75. Tudor Road.

This year's work is described as follows:—Commencing on lot 15, con. 16 Cashel; thence north in the township of Mayo to "The Narrows" on lot 18, con. 3 of Mayo; thence continuing on the same course to lot 24 in the 7th concession, there to intersect the Mississippi Road. Settlers had already made a portion of the road and the municipality had located it from the narrows.

76. Victoriaville and Coboconk Road.

These are 4 miles of repairs of the road between Victoria Road Station and Coboconk.

77. Victoria Road.

The Victoria Council and the Government gave each $100 for this work. The money was spent upon the road south of Portage Road. A bridge was also constructed over Black Creek, about 8 miles north of Uphill, to replace one which had been completely destroyed by fire and thus rendering the road useless. A lot of crossway was also destroyed.

78. Vennachar Road.

This road crosses from the Mississippi Road to the Hyde Chute and Frontenac Road in the townships of Abinger and Denbigh, some 6 miles long. Only $900 have been spent altogether upon the work, so that a good road cannot be expected, but it is pretty well opened and is advantageous to settlers in the District.

79. Wilberforce 23rd Line Road

Begins where line between concessions 22 and 23 of Wilberforce intersects the Pembroke and Eganville Road, and from thence it is continued westerly along the line 3 miles. A good deal of rock blasting was done along this route besides several deviations.

80. Westmeath and Pembroke Road.

These are repairs over a sandy hill and plain, which required much labour in reducing gradients and improving the road generally. The length wrought over is $1\frac{1}{4}$ miles. The road itself was originally an old stage route.

31. Wollaston Road.

A small work began at the Hastings Road between concessions 8 and 9 and ended upon lot 11 in the same concession, and in the township of Wollaston.

82. Wollaston and Faraday Town Line Road.

Three miles of repairs effected for the outlay. The labour was from the rear of the Free Grant lots to lot No. 11, the road being along or near the boundary.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS IN 1882.

I.

North Division.

1.	Batchewaning	Road	$895 40
2.	Bury	"	1,500 00
3.	Barrie Island	"	635 00
4.	Bidwell Branch	"	713 28
5.	Centre	"	1,250 00
6.	Coffin	"	300 00
7.	Coffin additional	"	720 01
8.	Gore Bay	"	1,595 00
9.	Gore and Providence Bay	"	740 00
10.	Great Northern	"	300 00
11.	Galbraith	"	1,038 46
12.	Kakabeka	"	1,400 00
13.	Long Bay	"	430 00
14.	Lefroy (or Kirkwood)	"	1,159 50
15.	Mudge and West Bay	"	369 35
16.	Mudge and Gore Bay	"	635 00
17.	Oliver	"	1,461 60
18.	Port Finlay	"	466 02
19.	Sandfield and West Bay	"	621 12
20.	Second Line	"	625 94
21.	Silver Islet	"	1,436 98
22.	Thessalon	"	809 60
23.	"W" and 14 concession	"	225 27
			$19,327 53

II.

West Division.

1.	Alsace	Road	$912 84
2.	Bridges on Nipissing	"	980 90
3.	Baxter Road and Bridges	"	1,147 13
4.	Bracebridge	"	402 05
5.	Brunel	"	550 00
6.	Carling, Nos. 1 and 2	"	1,258 61
7.	Chaffey Bridge and	"	1,028 00
8.	Christie	"	1,423 06
9.	Christie and McDougall Junction	"	307 50
10.	Commanda	"	499 36
11.	Draper and Ryde	"	200 00
12.	Draper and Gravenhurst	"	200 00
13.	Denville Swamp	"	353 85
14.	Distress River	"	1,100 00
15.	East Armour	"	225 00
16.	East River	"	458 10
17.	Eagle Lake	"	500 38
18.	Gurd	"	1,510 00
19.	German Settlement	"	100 00
20.	Gravenhurst and Draper	"	1,000 00
21.	Himsworth	"	200 00
22.	Junction No. 1	"	1,997 45
23.	" " 2	"	125 00
24.	Kearney	"	1,044 59

25.	Lorimer Lake	Road	$1,145 76
26.	Lake Shore and Danes	"	579 00
27.	Menzie's	Bridge	536 63
28.	Musquosh	Road	763 03
29.	Macaulay	"	200 00
30.	Missionary	"	250 08
31.	Muskoka, Nos. 1, 2 and 3	"	4,445 21
32.	Milne's Mill	"	350 00
33.	Nipissing	"	2,006 58
34.	North Chaffey	"	200 00
35.	Oka	"	915 66
36.	Peninsula	"	910 15
37.	Perry and Monteith, Nos. 1, 2 and 3	"	2,828 16
38.	Parry Sound	"	100 00
39.	Poverty Bay	"	497 19
40.	Peninsula Creek	Bridge	249 95
41.	Rosseau and Nipissing, 1 and 2	Road	2,468 87
42.	Red Bridge	"	500 00
43.	Ryde and Ryde Centre	"	350 00
44.	Seguin River	Bridge	600 00
45.	Sinclair	Road	923 20
46.	Stisted, No. 2. and S. S. T. L	"	707 60
47.	Savage Settlement	"	1,010 58
48.	Stephenson, 4th concession	"	200 00
49.	Whitestone Lake	"	225 00
			$40,486,47

III.

East Division.

1.	Anstruther	Road	$639 14
2.	Addington	"	838 90
3.	Anglesea	"	424 56
4.	Alice and Indian River	"	559 93
5.	Arden	"	500 00
6.	Algona	"	353 37
7.	Algona South	"	403 67
8.	Algona 6th line	"	325 38
9.	Admaston, Nos. 1 and 2	"	767 87
10.	Bolsover	"	500 00
11.	Burleigh, Nos. 1 and 2	"	942 95
12.	Buckhorn, Nos. 1 " "	"	723 00
13.	Bobcaygeon	"	219 05
14.	Barrie, Nos. 1 and 2	"	739 95
15.	Bagot	"	970 29
16.	Cameron	"	200 00
17.	Cavendish	"	717 15
18.	Chandos, Nos. 1 and 2	"	570 39
19.	Carlow	"	463 00
20.	Cobden and Eganville	"	600 15
21.	Chalk River	"	500 00
22.	Crottie Meadow	"	350 00
23.	Combermere	"	545 83
24.	Cull's	"	476 06
25.	Deer Lake	"	554 55
26.	Douglas and Haley's Station	"	500 00
27.	Douglas	"	500 00

28.	District Line	Road	$500 00
29.	Donegal	"	503 16
30.	Eighth Line Alice	"	150 00
31.	Frontenac	"	601 94
32.	Frontenac Junction	"	664 04
33.	Fermoy and Sydenham	"	300 00
34.	Flinton	"	550 09
35.	Fifth Line, Bromley	"	501 12
36.	Glamorgan	"	299 58
37.	Glastonbury	"	462 26
38.	Grattan and Algona	"	476 50
39.	Haliburton and Doyle's	"	904 33
40.	Haliburton and Guilford	"	300 00
41.	Harvey	"	304 32
42.	Hastings	"	844 51
43.	Herschel and Faraday	"	200 00
44.	Hagarty	"	400 00
45.	Horton and Ross	"	750 04
46.	Kirkfield	"	550 00
47.	Kennebec	"	488 36
48.	Lutterworth	"	302 07
49.	Lavant	"	1,505 17
50.	Lonsdale and Bridgewater	"	760 92
51.	Monmouth	"	817 23
52.	Monck, Nos. 1, 2 and 3	"	1,384 24
53.	Methuen	"	649 04
54.	Mississippi, Nos. 1 and 2	"	1,109 02
55.	Monteagle	"	295 72
56.	Mississippi and Frontenac	"	475 15
57.	Mississippi and Addington	"	451 20
58.	Muskrat River	Bridge	500 00
59.	McNab	Road	500 00
60.	Opeongo, Nos. 1, 2 and 3	"	1,787 19
61.	Osceola and Pembroke	"	668 85
62.	Portland and Hinchinbrooke	"	300 00
63.	Pembroke and Eganville	"	462 76
64.	Pembroke and Stafford	"	500 00
65.	Palmer Rapids	"	445 72
66.	Packenham Road	Bridge	400 00
67.	Perrault Settlement	Road	497 71
68.	Peterson, Nos. 1 and 2	"	1,101 88
69.	Sharbot Lake	Road and Bridge	911 33
70.	Sheffield	Road	300 53
71.	Snake River	Bridge	800 00
72.	Sebastopol	Road	800 00
73.	Shamrock	"	448 14
74.	Tamworth and Oso	"	350 00
75.	Tudor	"	485 00
76.	Victoriaville and Coboconk	"	500 00
77.	Victoria	Road and Bridge	1,080 09
78.	Vennachar	Road	311 81
79.	Wilberforce	"	250 00
80.	Westmeath and Pembroke	"	550 00
81.	Wollaston	"	175 00
82.	Wollaston and Faraday	"	500 00
			$47,011 21

RECAPITULATION.

I.	North Division	$19,327 53
II.	West "	40,486 47
III.	East "	47,011 21
IV.	Inspection	3,410 52
V.	Balances of 1881	825 00
	Total Expenditure	$111,060 73
	Legislative Grant	110,650 00
	Refunds	410 73
		$111,060 73

HENRY SMITH,

Supt. of Col. Roads.

DEPARTMENT OF CROWN LANDS,

TORONTO, 30th December, 1882.

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO

FOR THE YEAR

1883.

Printed by Order of the Legislative Assembly.

Toronto:
PRINTED BY "GRIP" PRINTING & PUBLISHING CO., 26 & 28 FRONT ST
1884.

CONTENTS.

COMMISSIONER'S REPORT :— PAGE.

Sales—Crown Lands ..... v.
" Clergy Lands ..... v.
" Common School Lands ..... vi.
" Grammar School Lands ..... vi.
Collections and Revenue ..... vi.
Disbursements ..... vi.
Revenue arising from Crown Timber ..... vi.
Free Grants ..... vi.
Crown Surveys ..... vi.
Municipal Surveys ..... vii.
Mineral Surveys ..... vii.
Colonization Roads v
General Observations—Woods and Forests vii
" Mines and Minerals ..... viii.

APPENDICES :—

No. 1. Return of Officers and Clerks in the Department 1
2. " Crown Land Agents for disposal of Free Grants 3
3. Statement of Lands sold, and amounts of sales and collections 4
4. " Gross Collections 5
5. " Receipts considered as Special Funds 6
6. " Gross Disbursements 7
7. " Letters Received and Mailed 10
8. " Revenue collected from Woods and Forests 11
9. " Timber and amounts accrued from Dues, etc 12
10. Return of Crown Timber Agents, etc 14
11. " Locations, etc., under Free Grants Act 15
12. Reports on Mining—R. Macpherson 19
13. " " William Coe 19
14. Statement of Crown Land Surveys completed 23

APPENDICES—*Continued.* PAGE.

15. Statement of Crown Land Surveys in progress 25
16. " Municipal Surveys ordered 26
17. " " " confirmed 27
18. " Mineral Lands Patented in Unsurveyed Territory 28
19. " Work performed in Survey Branch 30
19. " Patents issued during the year 30
20. Return of Candidates who have passed Board of Examiners of Land Surveyors... 31

SURVEYORS' REPORTS :—

21. District of Nipissing—Township of Canisbay 32
22. " " " McLaughlin 33
23. " " " Devine 35
24. " " " Biggar 36
25. " " " Osler 37
26. " " " Pentland 38
27. " " Base and Exploration Lines 40
28. " " Township of Widdifield 43
29. " " " Awrey 44
30. " " " Neelon 44
31. " Algoma— " McKim 46
32. " " " Snider 47
33. " " " Waters 48
34. " " " Graham 49
35. " " " Merritt 50
36. " " " Hallam 51
37. " " " May 52
38. " " " Shedden 53
39. " " " Lewis 55

No. 40.—REPORT ON COLONIZATION ROADS :—

North Division 58
West Division 62
East Division 70
Summary of Expenditure 79
Recapitulation 82

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO

FOR THE YEAR 1883.

To His Honour the Honourable JOHN BEVERLEY ROBINSON,
Lieutenant-Governor of the Province of Ontario :

MAY IT PLEASE YOUR HONOUR,

I have the honour, in accordance with the provisions of the Act for the Sale and Management of the Public Lands, to submit to Your Honour the following account of the transactions of my Department for the year ending the 31st December, 1883, commencing as usual with statistical details, and concluding by general observations.

CROWN LANDS.

There were sold of the Crown Lands during the year 69,357 acres. The sales amount to $59,503, and the collections to $64,059. *(See Appendix No. 3, page 4.)*

CLERGY LANDS.

There were sold of the Clergy Lands during the year 3,233 acres. The sales amount to $3,907, and the collections to $17,156. *(See Appendix No. 3, page 4.)*

COMMON SCHOOL LANDS.

There were sold of the Common School Lands during the year 447 acres. The sales amount to $1,190, and the collections to $27,322. *(See Appendix No. 3, page 4.*

GRAMMAR SCHOOL LANDS.

There were sold of the Grammar School Lands during the year 863 acres. The sales amount to $844, and the collections to $7,673. *(See Appendix No. 3, page 4.)*

COLLECTIONS AND REVENUE.

The total collections of the Department during the year amount to $635,447. *(See Appendix No. 4, page 5.)*

DISBURSEMENTS.

The gross disbursements of the Department for the year 1883 amount to $253,352. *(See Appendix No. 6, pages 7, 8 and 9.)*

REVENUE ARISING FROM CROWN TIMBER.

The accounts for timber dues, ground rents, etc., during the year amount to $480,490, and the total collections on account of timber dues, ground rents and bonuses amount to $505,547. *(See Appendices Nos. 8 and 9, pages 11, 12 and 13.)*

FREE GRANTS.

At the date of my last Report there were open for location under the Free Grants and Homestead Act, 123 Townships, to which the Township of Conger, in the District of Parry Sound, has been added, making a total of 124 townships now open for location. 985 locations were made during the year on 134,594 acres of land, and 8,927 acres were sold to 143 locatees.

During the same period 587 lots located in former years were resumed for non-performance of the settlement duties, and 790 Patents were issued to Free Grant Settlers. *(See Appendix No. 11, pages 15, 16, 17 and 18.)*

CROWN SURVEYS.

The undermentioned Surveys have been performed during the year 1883, that is to say :—

The Townships of Boyd, Osler, and McLaughlin, in the District of Nipissing, in the Huron and Ottawa Territory, have been sub-divided into farm lots of 100 acres each, and the Townships of Graham, Hallam, May, McKim, Merritt, Neelon, Snider, Waters and Widdifield, in the Districts of Algoma and Nipissing on the line of the Canadian Pacific Railway, to Algoma Mills on the North Shore of Lake Huron, into lots of 320 acres each.

The returns of the above-named Townships, so far as they have been received, have been examined and closed.

The returns of the surveys of the Townships of Bigger, Canisbay, Devine and Pentland, in the Huron and Ottawa Territory, and of Awrey, Dunnett, Lewis, Ratter and Residue, of Shedden, on the North Shore of Lake Huron, and of certain base and exploration lines north of Lake Nipissing, not having been closed at the date of my last Report, have been examined and closed during the year 1883. A few minor surveys have also been made. The particulars in relation to the surveys will be found in *Appendices Nos. 14 and 15, and pages 23, 24 and 25.*

The Surveyors' Reports in relation to the surveys, will be found in *Appendices Nos. 21 to 39, pages 32 to 57 inclusive.*

MUNICIPAL SURVEYS.

Six Municipal Surveys have been confirmed during the year, consisting of survey of eastern boundary of Township of Mara; survey of 4th Concession-line in Township of Delaware; and the planting of monuments at the angles of certain lots in the Townships of Esquesing, Mersea, Scott and Whitchurch.

Instructions were issued for seven Municipal Surveys during the year.

The particulars relating to the surveys will be found in *Appendices Nos. 16 and 17, pages 26 and 27.*

MINERAL SURVEYS.

Patents have been issued during the year for 12,204 acres on the north shores of Lakes Huron and Superior, taken up for mining purposes, the purchasers having furnished to the Department surveyors' plans, field notes and descriptions of the survey of their locations, as required by the "General Mining Act." *(See Appendix No. 18, pages 28 and 29.*

COLONIZATION ROADS.

There has been expended on Colonization Roads during the year the sum of $150,068.13, the particulars of which will be found in the Superintendent's Report, *Appendix No. 40, pages from 58 to 82 inclusive.*

GENERAL OBSERVATIONS.

Woods and Forests.

In my Report for 1882 I stated that the sawn lumber and square and waney timber trade had been active and remunerative during the season, that at the close of the year there had been no falling off in prices, and that the demand for wood goods continued brisk; in 1883, however, trade in general became somewhat depressed, and the lumber business suffered along with other industries, the demand for sawn stuff slackened and

prices took a downward tendency, while the revenue from Ontario square timber fell off one-third as compared with 1882.

In 1879 I called attention to the great waste of valuable wood resulting from the manufacture of square timber, and suggested that operators would find it to their advantage to abandon that branch of the trade and cut the timber up at their saw mills, and ship the manufactured article instead of sending it out of the country in the stick or log. It would seem by the following extract from a circular issued by a firm largely engaged in the trade in Britain that the initiative in this respect has been taken on the other side of the Atlantic:—"Last year we pointed out the tendency to discard the logs and use only scantlings *cut to order* in America; this has actually occurred, as during the past year a large increase in the quantity of sawn scantlings has taken place, and the consumption of rough logs (square timber) has proportionately decreased."

In view of railway construction on the north shore of Lake Huron, steps were taken during the past summer to prevent forest fires in that region; woodrangers traversed the country throughout the season from Sault St. Marie to Sturgeon River (Lake Nippissing), distributing the Fire Act among settlers, railway emyloyees, etc., to whom it was read and explained, and the necessity for its strict observance impressed upon them, and printed posters containing the Act, with injunction to comply with its requirements, were posted up in places of resort and localities where they would attract attention; at the same time timber operations, which have increased in the territory, were closely supervised by an agent detailed for the duty.

MINES AND MINERALS.

Mining operations do not appear to have been carried on during the year to that extent that was anticipated at the date of my last report; still, parties engaged in mining for the precious metals seem hopeful for the future.

Owing to a great depression in the Iron trade of the United States, remunerating prices could not be obtained for Canadian ore shipped to that market, and the consequence has been a decrease in the quantity shipped.

The Ontario Central Railway, running from Weller's Bay on Lake Ontario through the rear townships to the Coe mine in Wallaston, is far advanced towards completion and is expected to be in operation during the summer. This will open up for traffic several valuable Iron mines, and will doubtless cause largely increased operations during the year.

My information on the subject of mining has been chiefly obtained from the interesting letters of William Coe and Richard McPherson, Esquires, which will be found in Appendices Nos. 12 and 13, pages 19, 20, 21 and 22.

Respectfully submitted,

T. B. Pardee,
Commissioner.

Department of Crown Lands,
Toronto, 31st December, 1883.

APPENDIX No. 1.

RETURN of Officers and Clerks in the Department of Crown Lands for the year 1883.

BRANCH.	Name.	Designation.	When Appointed.	Salary per annum.	REMARKS.
				$ c.	
	Hon. T. B. Pardee	Commissioner.....	1873, December 4 ..	4,000 00	
	Thos. H. Johnson	Assistant Commissioner	1869, August 21	2,800 00	
	George Kennedy	Law Clerk.....	1872, February, 1 ..	1,800 00	
	T. W. Gibson	Shorthand Writer and Clerk.....	1880, August 18	1,200 00	
Free Grants and Sales	A. Kirkwood.....	Chief Clerk.....	1854, March 21	1,700 00	
	J. M. Grant.....	Clerk.....	1860, May 12	1,250 00	
	J. J. Murphy.....	Clerk in charge of Free Grants...	1872, May 1.....	1,100 00	
	P. Alma.....	Clerk.....	1871, August 1	950 00	
	Julian Sale	Clerk.....	1871, August 5	800 00	
Surveys, Patents and Roads ..	G. B. Kirkpatrick.....	Chief Clerk.....	1866, January 30 ...	1,700 00	
	W. Revell.....	Clerk.....	1871, October 2.....	1,000 00	
	E. Fox.....	Chief Clerk Patents.....	1857, September 28 .	1,400 00	
	A. J. Taylor	Clerk.....	1872, Octorer 1	1,200 00	
	H. Smith.....	Supt. of Colonization Roads	1881, January 1	1,800 00	
	C. Cashman.....	Clerk.....	1872, September 1 ..	1,000 00	
Woods and Forests	G. B. Cowper	Chief Clerk.....	1857, October 14....	2,000 00	
	A. White	Clerk.....	1882, January 1	1,700 00	
	J. A. G. Crozier.....	"	1867, December 1...	1,200 00	
	H. G. Langlois.....	"	1868, August 1	1,100 00	
	H. R. Hardy.....	"	1883, November 1 ..	800 00	

APPENDIX No. 1—*Continued.*

RETURN of Officers and Clerks in the Department of Crown Lands for the year 1883.

BRANCH.	Name.	Designation.	When Appointed.	Salary per annum.	REMARKS.
				$ c.	
Accounts	D. G. Ross	Accountant	1861, April 15	1,500 00	
	R. H. Browne	Chief Clerk, Agents' Returns	1862, May 14	1,250 00	
	C. P. Higgins	Clerk	1873, July 1	850 00	
	E. Leigh	"	1873, December 20	800 00	
	J. Morphy	Registrar	1851, June 1	1,600 00	
	J. Bradshaw	Office keeper	1852, March 27	500 00	
	A. McDonald	Messenger	1862, May 19	500 00	

D. GEO. ROSS,
Accountant,

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st DECEMBER, 1883.

APPENDIX No. 2.

List of Crown Land Agents for the Disposal of Free Grants, 1883.

Name.	District or County.	Date of Appointment.	Salary per Annum.	REMARKS.
			$ c.	
Anderson, D.	Part of Peterborough	1870, November 21	500 00	
Best, S. G.	" Parry Sound District	1875, March 23	500 00	
Brown, C. P.	" Algoma District	1872, June 25	500 00	
Day, J. F.	" Algoma District	1875, July 19	500 00	
Dawson, G. W.	" Frontenac and Addington	1882, February 17	500 00	
Fielding, W.	" Victoria	1882, February 23	500 00	
Handy, E.	" Parry Sound District	1878, January 3	500 00	
Kennedy, A.	" Renfrew	1871, August 21	500 00	
Mahon, J.	" Renfrew	1875, March 31	500 00	
Mackay, T.	" Parry Sound District	1881, December 5	500 00	
Macpherson, R.	" Frontenac	1871, July 18	500 00	Agent for sale of land.
Reeves, J.	" District of Nipissing	1872, February 12	500 00	
Scarlett, J. S.	" Parry Sound District	1880, June 17	500 00	
Stewart, C. R.	" Hastings	1882, May 1	500 00	
Tait, J. R.	" Hastings	1869, May 28	500 00	
Taylor, T. C.	" District of Muskoka	1881, December 15	500 00	
Wright, A.	" Thunder Bay District	1875, May 5	500 00	

D. GEORGE ROSS,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

Department of Crown Lands,
Toronto, 31st December, 1883.

APPENDIX No. 3.

STATEMENT of Acres of Land Sold, Amount of Sales, and Amount of Collections for the Year 1883.

SERVICE.	Acres Sold.	Amount of Sales.	Amount of Collections.
		$ c.	$ c.
Crown Lands	69,357¼	59,503 73	64,059 14
Clergy Lands	3,233	3,907 67	17,156 71
Common School Lands	447½	1,189 90	27,322 78
Grammar School Lands	863½	844 43	7,673 11
Total	73,901¼	65,445 73	116,211 74

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1883.

APPENDIX No. 4.

STATEMENT of the Collections of the Department of Crown Lands for the Year 1883.

SERVICES.	$ cts.	$ cts.
Land Collections.		
Crown Lands	64,059 14	
Clergy Lands	17,156 71	
Common School Lands	27,322 78	
Grammar School Lands	7,673 11	
Rent	2,712 00	
In Suspense	8,540 63	
		127,464 37
Woods and Forests.		
Timber Dues	460,126 73	
Ground Rent	37,747 37	
Bonus	7,673 19	
		505,547 29
Casual Fees		899 90
Inspection Fees		434 50
Settlers' Homestead Fund		220 91
Destitute Settlers' Refunds		270 34
Surveyors' Fee Fund		162 60
Survey Refunds		447 34
		635,447 25

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1883.

APPENDIX No. 5.

STATEMENT of the Receipts of the Department of Crown Lands for the year 1883, which are considered as *Special Funds.*

SERVICES.	$ cts.	$ cts.
Clergy Lands:		
Principal	11,558 38	
Interest	5,598 33	
		17,156 71
Common School Lands:		
Principal	13,310 51	
Interest	14,012 27	
		27,322 78
Grammar School Lands:		
Principal	5,795 94	
Interest	1,877 17	
		7,673 11
Total		52,152 60

THOS. H. JOHNSON,

Assistant Commissioner

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1883.

APPENDIX No. 6.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1883.

SERVICE.	$ c.	$ c.	$ c.
AGENTS' SALARIES AND DISBURSEMENTS.			
Salaries.—Land.			
D. Anderson	500 00		
S. G. Best	500 00		
C. P. Brown	500 00		
J. F. Day	500 00		
G. W. Dawson	500 00		
W. Fielding	500 00		
E. Handy	500 00		
A. Kennedy	500 00		
T. Mackay	500 00		
R. Macpherson	500 00		
J. Mahon	500 00		
J. Reeves	500 00		
J. S. Scarlett	500 00		
C. R. Stewart	500 00		
J. R. Tait	500 00		
T. C. Taylor	500 00		
A. Wright	500 00		
		8,500 00	
Salaries.—Timber.			
J. B. McWilliams	2,000 00		
T. E. Johnson	1,600 00		
J. F. Way	1,440 00		
P. C. Campbell	1,034 15		
W. Margach	500 00		
W. J. Macdonald	150 00		
C. E. Belle	100 00		
		6,824 15	
Postage.			
D. Anderson	18 88		
S. G. Best	22 90		
C. P. Brown	12 72		
J. F. Day	30 00		
G. W. Dawson	21 83		
W. Fielding	7 25		
E. Handy	29 42		
A. Kennedy	8 77		
T. Mackay	13 67		
R. Macpherson	19 50		
J. Mahon	7 91		
J. S. Scarlett	15 17		
C. R. Stewart	13 50		
J. R. Tait	12 49		
T. C. Taylor	44 87		
A. Wright	79 35		
		358 23	
Inspections.			
S. G. Best	5 00		
G. W. Dawson	16 00		
A. Kennedy	9 75		
J. Reeves	6 50		

APPENDIX No. 6—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1883.

SERVICE.	$ c.	$ c.	$ c.
Inspections—Continued.			
D. E. Buist	150 00		
J. Bick	698 72		
F. Halliday	60 50		
J. F. Nickerson	6 00		
		952 47	
Miscellaneous.			
J. F. Way, Disbursements	287 00		
J. B. McWilliams, "	243 80		
T. E. Johnson, "	70 00		
J. Poupore, "	26 59		
P. C. Campbell, "	105 00		
W. Margach, "	211 42		
J. A. G. Crozier, Arrears of Salary	48 01		
G. B. Cowper, Travelling Expenses	30 00		
G. W. Dawson, Stationery	6 20		
		1,028 02	
			17,662 87
Wood Ranging and Inspection of Timber Lands.			
A. Knight		802 20	
J. Morand		770 00	
J. Kennedy		1,162 11	
S. M. Johnson		1,300 00	
William Russell		1,635 33	
P. W. Freeman		522 68	
J. Brady		1,108 00	
J. Shaw		1,302 57	
George Bick		873 89	
J. W. Smith		1,377 15	
T. Ludgate		1,368 25	
D. F. Macdonald		1,300 00	
F. Halliday		1,150 00	
W. Margach		300 00	
W. McGown		770 00	
D. H. Moore		1,367 90	
J. B. Turgeon		790 00	
J. Halliday		697 00	
L. Londry		694 79	
A. Gunn		212 00	
J. D. Shier		137 50	
A. White		579 80	
R. W. George		285 00	
W. Robinson		105 00	
J. Ward		292 50	
T. Frood		170 00	
J. B. Campbell		50 00	
John Folclough		18 00	
Jas. J. McKay		63 00	
P. Paul		42 15	
H. Burland		10 50	
Wm. Young		61 55	
Walter Redden		175 00	
			21,493 87
Refunds			6,923 91
Colonization Roads			150,068 26
Surveys			40,600 00

APPENDIX No. 6—*Concluded.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1883.

SERVICE.	$ c.	$ c.	$ c.
Contingencies.			
Printing and Binding		1,673 23	
Stationery		1,548 41	
Postage and Telegraphing		1,542 04	
Fireman		547 50	
Night Watchman		456 25	
Extra Clerks		2,874 00	
Coal, Wood, and Water, etc		1,561 38	
Subscriptions and Advertising		224 50	
Sundries		1,452 09	
			11,879 40
Two per cent. of duties collected on timber cut on road allowances, and paid to Municipalities			4,445 85
Board of Surveyors			280 00
Total			253,352 16

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1883.

APPENDIX No. 7.

STATEMENT of the Number of Letters received and mailed by the Department in 1880, 1881, 1882, and 1883.

YEARS.	BRANCHES.					Transferred to other Departments.	Total.	Names Indexed.	Enclosures.	Orders in Council.	Returned, not called for at address.	Mailed from the Department.
	Sales and Free Grants.	Accountants.	Surveyors.	Woods and Forests.	Colonization Roads.							
1880	9,770	1,526	992	2,274	1,791	49	16,402	19,500	29,500	32	23	18,290
1881	8,394	1,632	1,147	2,743	1,659	39	16,614	19,000	29,000	22	28	19,369
1882	9,075	1,769	1,186	2,530	1,948	54	16,562	20,000	30,000	36	41	19,770
1883	8,547	1,452	1,333	2,394	2,750	39	16,515	20,000	30,000	14	24	19,511

THOS. H JOHNSON,
Assistant Commissioner.

JOHN MORPHY,
Registrar.

TORONTO, December 31, 1883.

APPENDIX No. 8.

Woods and Forests.

Statement of Revenue collected during the year ending 31st December, 1883.

	$ c.	$ c.
Amount of Ottawa collections, John Poupore	211,135 34	
" " H. J. Chaloner	39,784 15	
		250,919 49
Amount of Belleville collections, J. F. Way	110,348 94	
" " H. J. Chaloner	44 17	
		110,393 11
Amount of Western Timber District collections at Department	132,685 47	
" " H. J. Chaloner	11,549 22	
		144,234 69
Total		505,547 29

G. B. COWPER,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

Department of Crown Lands,
Woods and Forests Branch,
Toronto, 31st December, 1883.

APPENDIX

WOODS AND

STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

QUANTITIES AND DESCRIP

AGENCIES.	Area covered by Timber License.	Saw Logs. (A Standard is 200 feet B.M.)				Oar Logs.	Square Timber.			
		White Pine.		Other.			White Pine.		Red Pine.	
	Square miles.	Pieces.	Stnds.	Pieces	Stnds.	Piecs.	Pieces.	Feet.	Pieces.	Feet.
Ottawa Timber District.....	6,989	1,644,346	954,156	6,331	2,531	1,003	93,814	4,902,654	10,655	389,001
Belleville Timber District	1,638	1,001,161	489,219	10,244	4,068	.....	2,835	143,318	.....	.....
Western Timber District	8,259	1,315,680	773,456	950	438	.....	17,665	915,010	35	1,781
Total	16,886	3,961,187	2,216,831	17,525	7,037	1,003	114,314	5,960,982	10,690	390,782

GENERAL STATEMENT OF

QUANTITIES AND DESCRIP

AGENCIES.	Cordwood.		Cedar.		Telegraph Poles.	Traverses.	Lineal feet of Cedar.	Cedar Posts.
	Hard Cords.	Soft Cords.	Pieces.	Feet.	No.	Pieces.	Feet.	Cords.
Ottawa Timber District	345	1,669	71	602	600	2,471	28,078	31
Belleville Timber District	61	.....	.....	.....	1,153	.....	77,547	1,202
Western Timber District	302	340	.....	.....	591	.....	1,000	.....
Total.....	708	2,009	71	602	2,344	2,471	106,625	1,233

G. B. COWPER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1883.

No. 9

FORESTS.

Rent and Bonuses, during the year ending 31st December, 1883.

TION OF TIMBER.

Boom and Dimension Timber.		Elm, Ash, Maple, Cherry, and White wood.		Oak.		Tamarac.		Railway Ties.	Birch, Hemlock, and Spruce.		Butternut and Basswood.	
Pieces.	Stnds.	Pieces.	Feet.	Piecs.	Feet.	Pieces.	Feet.	Pieces.	Pieces.	Feet.	Pieces.	Feet.
78,686	58,903	A 231 M 2	8,722 55	5	155	27	1,099	29,836	B 1 S 3	26 68	B 11 Bt. 10	495 307
13,183	12,620	E 12 A 290	525 11,152	.....	.....	.....	.....	72,120	H 325	13,886	.....	.....
14,859	26,292	A 27	1,331	.....	.....	.....	.....	38,188	.....	.....	.....	.....
106,728	97,815	A 548 E 12 M 2	21,205 525 55	5	155	27	1,099	140,144	B 1 S 3 H 325	26 68 13,886	B 11 Bt 10	495 307

TIMBER, ETC.—*Continued.*

TION OF TIMBER.

Cords, Bolts.	Hop Poles.	Amounts Accrued.				
No.	No.	Trespass, etc.	Timber Dues.	Ground Rent.	Bonus.	Total.
		$ c.	$ c.	$ c.	$ c.	$ c.
.....	4,000	1,810 12	219,848 03	14,140 00	26 00	235,824 15
15	.....	408 20	80,140 33	3,646 00	14 61	84,209 14
1,393	.....	1,781 02	132,828 29	18,579 37	7,268 26	160,456 94
1,408	4,000	3,999 34	432,816 65	36,365 37	7,308 87	480,490 23

THOMAS H. JOHNSON,
Assistant Commissioner.

APPENDIX No. 10

LIST of Crown Timber Agents in the Province of Ontario, their Assistants, Names of Territories, Residences, Dates of Appointments, and Salary allowed to each for his services, during the year ending 31st December, 1883.

Names of Territories.	Names of Agents and Assistants.	Residence.	Date of Appointment.	Salary per Annum up to 1st July, '73.	Salary per Annum from 1st July, '73.	REMARKS.
				$ c.	$ c.	
Upper Ottawa	John Poupore.....	Ottawa City ...				
	C. S. McNutt, Assistant	"	1858, April 13....	1,400 00	1,800 00	
	J. Ritchie, Clerk	"	1864, June 23	1,000 00	1,400 00	The Crown Timber Office, Ottawa, acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada, in the collection of slide dues; the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	A. J. Russell, jr., Draughtsman.	"	1867, April 1	700 00	1,200 00	
	E. T. Smith, Clerk	"	1864, June 23	650 00	1,000 00	
	J. Jackson, Messenger	"	1871, August 1...	300 00	300 00	
	W. J. Macdonald, Deputy Slide Master and Chief Timber Counter	"	1882, August 18 ..	.....	*	Additional to his salary of $535 per annum from the Department of Public Works, Ottawa.
	James Steen, Timber Counter ..	"	1861, May 27	$2 per diem.	$2 per diem.	During season of Navigation.
	John Redmond, Assistant, and Boatman	"	1872, March 1 ...	"	"	" " "
Belleville Agency	Joseph F. Way, Agent.....	Belleville	1854, May 6.....	1,440 00	1,440 00	
Collector at Quebec	H. J. Chaloner, Acting Agent ..	Quebec.....				
	John McKay, Assistant	"	1864, June 1	1,200 00	1,200 00	The remarks in connection with the Crown Timber Office at Ottawa respecting salaries, apply to the Collector's Office at Quebec.
	William Miller, Clerk	"	1872, November 7.	1,000 00	1,000 00	

* The Local Governments of Ontario and Quebec to pay Deputy Slide-master $150 each, in addition to the amount paid by Public Works.

G. B. COWPER, *Chief Clerk in Charge.*

THOMAS H. JOHNSON, *Assistant Commissioner.*

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,
Toronto, 31st December, 1883.

APPENDIX No. 11.

RETURN of the number of locatees and of acres located; of purchasers and of acres sold; of lots resumed for non-performance of the settlement duties; and of patents issued—under the "Free Grants and Homesteads Act"—during the year 1883.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of lots, the locations of which have been cancelled.	Number of Patents issued.
Baxter	Muskoka	Theo. C. Taylor, Bracebridge.	.....	.....	.....	.....	.....	.....
Brunel			6	891	1	160	7	21
Chaffey			8	1,298	1	98	8	20
Draper			5	746	.....	.....	2	15
Franklin			8	1,124	.....	.....	9	15
Macaulay			.....	.....	.....	.....	1	12
Medora			6	1,172	5	176	10	14
Monck			1	210	.....	.....	.....	7
Morrison			3	260	.....	.....	1	5
Muskoka			7	789	.....	.....	10	12
McLean			7	828	.....	.....	9	10
Oakley			6	804	1	4	7	16
Ridout			3	310	.....	.....	.....	12
Ryde			5	717	1	1	1	7
Sinclair			12	2,354	4	418	3	2
Stephenson			3	389	.....	.....	3	7
Stisted			10	1,382	2	139	11	19
Watt			3	186	2	146	1	3
Wood			8	1,319	.....	.....	6	1
Cardwell	Parry Sound	Mrs. Theresa Mackay, Parry Sound	20	3,170	.....	.....	15	11
Carling			3	500	.....	.....	2	7
Christie			6	780	.....	.....	12	9
Fergusson			2	385	1	27	4	4
Foley			7	951	.....	.....	12	2
Hagerman			3	403	1	204	3	10
Humphry			6	792	.....	.....	5	3
Monteith			3	550	1	133	2	16
McConkey			.....	.....	.....	.....	.....	.....
McDougall			5	922	1	155	7	6
McKenzie			5	787	.....	.....	3	.....
McKellar			2	399	.....	.....	7	7
Shawanaga			.....	.....	.....	.....	.....	.....
Wilson			.....	.....	.....	.....	.....	.....

APPENDIX No. 11.—*Continued.*

RETURN of the number of locatees and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of lots, the locations of which have been cancelled.	Number of Patents issued.
Chapman	Parry Sound	S. G. Best, Maganetawan	10	1,324	.....	.....	18	7
Croft			4	431	2	40	6	14
Ferrie			.....	.....	.....	.....	.....	.....
Gurd			17	2,984	7	169	.....	1
Lount			16	2,234	2	5	6	.....
Machar			15	2,634	3	207	5	.....
Mills			1	195	.....	.....	.....	.....
Pringle			5	852	1	45	.....	.....
Ryerson			22	3,523	4	143	31	9
Spence			7	779	1	2	7	19
Strong			23	2,920	4	236	9	5
Armour	Parry Sound	E. Handy, Emsdale	25	3,561	1	1	25	31
Bethune			12	2,025	1	100	7	.....
Joly			3	589	2	14	.....	.....
McMurrich			15	2,084	5	372	18	26
Perry			21	3,113	2	200	26	54
Proudfoot			6	1,100	.....	.....	2	.....
Hardy	Parry Sound	J. S. Scarlett, Nipissing	.....	.....	.....	.....	.....	.....
Himsworth			21	3,500	7	712	8	3
Nipissing			11	1,840	1	100	4	.....
Patterson			1	153	.....	.....	2	.....
Anson	Haliburton	Wm. Fielding, Minden	.....	.....	.....	.....	1	1
Glamorgan			11	1,152	.....	.....	9	9
Hindon			2	202	.....	.....	2	.....
Lutterworth			10	1,028	2	184	9	9
Minden			14	1,414	.....	.....	11	7
Stanhope			12	1,175	2	14	8	4
Snowdon			7	755	1	2	3	12
Anstruther	Peterboro'	D. Anderson, Apsley	3	260	.....	.....	2	2
Chandos	do		15	1,692	7	324	11	14
Cardiff	Haliburton		5	686	.....	.....	3	11
Monmouth	do		6	823	.....	.....	6	6

Carlow			5	600			2	1
Cashel								3
Dungannon			7	923	3	305	6	7
Faraday	Hastings	J. R. Tait, L'Amable	7	958	2	107	6	8
Herschel			9	1,255			4	2
Limerick			40	5,563			3	
Mayo			4	592			4	5
Monteagle			9	1,299	1	2	5	1
Wollaston			28	3,955	6	541		13
Bangor	Hastings	Chas. R. Stewart, Haliburton						
McClure	do							1
Wicklow	do						2	
Galway	Peterboro'		72	8,619	7	368		42
Abinger	Addington	G. W. Dawson, Plevna	1	100	1	50		6
Clarendon	Frontenac		18	2,278	3	22	5	6
Canonto, South	do		11	1,207	1	100		1
do North	do							
Denbigh	Addington		14	1,754	2	4	8	6
Miller	Frontenac		4	590			1	3
Palmerston	do		10	1,782	6	369	2	15
Algona, North			2	350	2	331		9
do South			13	1,458			7	3
Grattan			5	494	4	249	7	6
Hagarty	Renfrew	Jas. Reeves, Eganville	7	701	1	1	3	10
Richards								
Sherwood			6	793	1	3	2	2
Wilberforce			13	1,388	3	304	10	8
Brougham			7	620	1	85		3
Brudenell			6	665			4	
Griffith			1	93				
Lyndoch			5	505				3
Matawatchan	Renfrew	John Mahon, Vanbrugh	2	247	1	1	2	2
Radcliffe			5	561			4	3
Raglan			5	745	1	1	1	7
Sebastopol			10	1,353	2	195	6	3
Alice			7	824	1	80	4	8
Buchanan			9	940	3	123	8	4
Fraser								
Head					1	160		1
Maria			2	360				
Mattawan	Renfrew	A. Kennedy, Pembroke	2	372				
McKay								
Papineau			5	830				
Petewawa			12	1,325	2	114	5	7
Rolph			2	201				1
Wylie			12	1,316	1	147		2
Pembroke and Mattawan Road			2	211			1	

RETURN of the number of locatees, and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of lots, the locations of which have been cancelled.	Number of Patents issued.
Aweres	Algoma	C. P. Brown, Sault Ste. Marie						
Korah			2	240	1	160		2
Parke			4	598			2	2
Prince			10	1,565			8	4
Plummer	Algoma	J. F. Day, Bruce Mines	3	386	2	32	3	16
St. Joseph's Island			36	3,906	7	442	27	34
Oliver	Thunder Bay	Amos Wright, Port Arthur	64	10,240	1	160	28	13
Paipoonge			3	294			7	
Blake								
Crooks								
Dawson Road			1	92				
Total			985	134,594	143	8,927	587	790

JOSEPH J. MURPHY,
Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS.
TORONTO, 31st December, 1883.

APPENDIX, No. 12.

CROWN LANDS AGENCY,

KINGSTON, 31st DECEMBER, 1883.

DEAR SIR,—In reply to your letter of 26th inst., *re* Minerals, I would state that the following Iron Ore has been brought to this city by the Kingston and Pembroke Railway for shipment by water to the United States during the year 1883, viz. :—

From Bethlehem Iron Company's mine in Levant	16,255	tons.
" Mississippi Mining Company in Palmerston.....	2,179	"
" Glendower Mining Company in Bedford	1,925	"
" Calabogie Mining Company in Blithefield.....	712	"
Total G.R.P.R.	21,071	tons.
From Ottawa District, by Rideau Canal.....	454	"
Total	21,525	tons.

There has also been shipped from this port, as nearly as I have been able to ascertain, 2,000 tons of Phosphate. Not having any knowledge as to minerals carried by the C. P. Railway to Brockville, I went down to ascertain, and found that no minerals had been received there this year. I also wrote to Lanark and to Perth for information, but up to this date have no reply. The above is all the information I am now able to give.

Yours truly,

R. MACPHERSON.

THOS. H. JOHNSON. ESQ.,
Assistant Commissioner of Crown Lands,
Toronto.

APPENDIX, No. 13.

MADOC.

SIR,—In my letter to you a year ago, I referred to the development of the Coe Hill and other mining properties in the County of Hastings, and also to the construction of a railway to the northern townships, and knowing that you were interested in all that relates to the Mineral industry in the Province, I judged it would be interesting to you to state what has been done in North Hastings the past season, and what is contemplated to be gone on with the coming season.

We have now entered on the third year of active work on the Coe Hill mine, and our entire output during that time is lying in stock, waiting the completion of the railway, which, except for the recent heavy falls of snow, would now have been completed. At the commencement of the present year the grading was completed for a distance of about twenty miles northerly from the crossing with the Grand Trunk Railway, with the exception of a heavy embankment at Chisholm's Rapids, which was partially made. The next fourteen miles was under construction, with portions of it completed, but many gaps uncompleted. Then succeeded a stretch of six miles having the grading fully completed. The residue of thirty-two miles had not been touched upon, except in one or two short and isolated places.

The masonry of all the important bridges, with the exception of one over Beaver Creek, was finished, and track-laying had reached Chisholm's Rapids, a distance of eleven and a half miles.

During the course of the current year the work on the railway has been pushed vigorously, more especially in the northern portion, with the result that the grading for the entire line of seventy-two miles is completed, except a few short gaps in the northerly twelve miles, amounting in all to less than two miles; and the work is so well advanced at these points as to assure the completion of the grading next month, and two other points where the embankment has not been brought up to grade, owing to the difficulty of procuring material; but the track is laid over these places, and trains pass over them without difficulty.

The grading on the first twenty-five miles was light, with few rock cuts, and those comparatively easy to remove, with the exception of the work in the vicinity of Chisholm's Rapids and Springbrook, at both of which places the excavations were difficult, and the embankments heavy.

On the following fifteen miles the work was more expensive, owing to the change in the rock formation and there being long stretches of swamp. On the remainder of the distance (thirty-two miles) the country is a succession of rocky ridges and swamps, which cause numerous rock cuttings and heavy embankments; although the former are not, generally speaking, heavy, but, owing to the hardness of the material, the excavations were difficult and expensive.

The superstructure (consisting of steel plate girders) has been placed in position on five bridges, making a total of 750 feet of such bridging erected this year.

The track is now laid for a distance of fifty-eight miles northerly from the Grand Trunk Railway crossing, with 2,640 ties to the mile, and steel rails weighing fifty-six lbs. to the yard, and it is anticipated to have it completed to the terminus as soon as the grading is finished.

The road-bed is well ballasted for a distance of twenty miles, and partially so for several miles further.

The fencing on the first forty-four miles is nearing completion, beyond that point the road, with few exceptions, runs through a thickly wooded country. The poles for the telegraph line are also being set along that distance, as well as between Trenton and Picton (thirty-two miles).

In all probability the road will be open for traffic on or about the 1st of May next.

In connection with the railway I might refer to the nature and progress of the docks which the company are constructing at Weller's Bay for the shipment of iron ore. The elevated dock is to be be 1,512 feet in length by twenty-eight feet wide, and thirty-five feet high above water level, and provided with 115 pockets, each capable of containing 125 tons of ore. This superstructure will be built on piles; crib-work thirteen feet wide forms the front line of the dock, and acts as a retaining wall.

A dredge has been employed all the past season making the excavation for the crib-work, and in cutting a channel to approach the same. The crib-work is nearly completed for the total length of 1,512 feet to a height of five feet above water level, and has consumed about 1,000,000 feet of plank, and is now filled up to water level with stone and dredged materials.

It is in contemplation to proceed at once with the necessary piling and erection of the superstructure.

The total outlay to date in the extension of the road north of Trenton and in the docks at Weller's Bay will reach $1,600;000. The grading has cost on an average over $5,000 per mile. The docks are the most extensive in Ontario, and, when complete, will have involved an outlay of over $150,000. The Company has a large machine shop, blacksmith shop and round-house at Weller's Bay, and round-house at Trenton, all practically fire-proof brick and stone buildings. Its bridges, except those which are of less than

twenty-five feet span, are steel, with best quality of masonry. It has nine new locomotives and a large equipment of freight cars.

Our pay-roll in connection with mining operations, has, during the past year, averaged $5,000 per month. We have laying in stock ready for shipment 40,000 tons of ore. Distinguished chemists on the other side have, from practical tests, decided our output to be a No. 1 Bessemer steel ore. The location of the mine begins to favor the appearance of a little town in the centre of the township of Wollaston. The council has accepted a lot for a town hall, and, although surrounded by large forests, stores, shops and small buildings are going up, and Coehill will soon have a considerable population. We have fifty men and five teams constantly at work here. We have found it necessary to purchase two diamond drills, at a cost of $9,000. This gives us a chance of practically exploring our mines at great depths as well as in sinking shafts by manual labor. We have bored drill-holes on different properties, in all amounting to 1300 feet. In some instances our explorations have been attended with gratifying results, in others the results have not been as favorable as we could desire.

Our explorations, however, compare favorably with the progress made in other mining localities, say the Marquette district, particularly in quality, as our ores on the whole have proven more free from phosphorus, We have, I think, done as much in the development of our mineral resources as was done then in the infancy of the iron industry, which has now attained such immense proportions. It may interest you to know the estimate placed on this business in the Marquette section by practical and reliable men.

"The ore trade from Marquette County began in 1852. It was small then but slowly grew to large proportions. During 1881 that region produced 2,165,000 tons of ore, and during the past season the production was increased to 2,750,000 tons. Most believe that 3,000,000 tons will come down to the lakes next year.

"$51,000,000 of capital is invested in Lake Superior mining operations, and the larger part of this is from Cleveland. There are fifty-six corporations at work there, but all are not making money. The ore mined in these regions averages 62 to 63 per cent. of mineral. Twenty million tons have already been taken out and shipped down the lake.

"There are about 250 schooners and steam barges engaged in iron ore carrying on the lakes."

The following is an estimate of the amount landed at such ports on Lake Erie during this season :—"Cleveland, 650,000 tons; Ashtabula, 500,000; Erie, 100,000; Detroit, 150,000; Fairport, 150,000; Sandusky, 75,000; Toledo, 50,000 ; Black River, 25,000; Black Rock, near Buffalo, 15,000 tons."

"The capital employed in the manufacture of crude ore into iron and steel is immense in volume. The steel industries are increasing more rapidly than the iron. In 1881 there were manufactured 1,200,000 tons of Bessemer rails in America. In Cleveland alone $3,500,000 are invested in the conversion of ore into iron and steel for manufacturing use, and employment is given to 3,000 men.

"About 8,000,000 tons of ore are digged from beneath U. S. soil annually, and about 800,000 tons are imported into the country."

The above expenditure of money no doubt has been largely owing to the encouragement given the ore business by the Government and people of that country. They have helped those industries along in all possible ways, and the results have shown the wisdom of their having done so.

Here our own experience proves that this business has been a heavy drain on cash without any return. No doubt so soon as the railway is completed and we can get our ores to market there will be an improvement on the present state of affairs. Apart from our own enterprises the construction of the railway has done much for this section. Lands in these back townships that have been stripped of their pine have been looked upon as comparatively worthless, and farms that could have been bought at two to three dollars per acre are now worth a thousand dollars and upwards. Lumbermen are preparing to

have timber and logs hauled over the track the coming season, and piles of timber are being stacked along the line ready for shipment. I think enterprises of such magnitude and importance as the Central Ontario Railway, carried out as it has been by private individuals should be encouraged in every possible manner.

Not alone in Wollaston but in Tudor and Chandos we have also been actively engaged in mining operations. The Hematite mine in Madoc which I sold some three years ago to the Bethlehem Iron Company, has again fallen into my hands. This company worked the mine for two years and then abandoned it. This being the first property I ever owned in Madoc, and being situated along the main travelled road of the county, I considered its non-working a reflection on the enterprise of Ontario, and I re-purchased it. After pumping out the mine I made some explorations on the lowest level at a depth of eighty feet, and had the satisfaction of drifting on a very fine pocket of ore, from which, last season, I shipped upwards of 5,000 tons. The mine has been working continuously until last week, when, from the large accumulations of snow in the bottom, (it being an open cut), we were compelled to shut down until spring, when we intend to commence operations again. The outlook for the disposal of ore at present is very discouraging, and if we were now compelled to sell what we have in stock the probability is we could not realize what it has cost.

Madoc has derived very material benefits from the mining operations. One has only to see it now and compare it with what it was ten years ago to come to the conclusion that a liberal supply of money has been moving in this section. The reeve has called a meeting of the citizens to-night to advocate its incorporation into a town. No doubt you will hear more of this shortly. The Consolidated Gold Mining Company have not done very much, but I am glad to say have recently secured the services of an American gentleman who has every faith in being able to apply a process for the extraction of the gold from their ores. I understand he has been fairly successful so far. At present there are about forty men employed here.

The Belleville and North Hastings Railway has been of great benefit to the mining interest. I can well remember in years gone by, when exploring in North Hastings, the difficulty I encountered in handling ores from want of railway transportation facilities, and my only hope was that some policy would be inaugurated that eventually would give us facilities of this kind. The Ontario Central Railway has accomplished this, bnt has received no aid from either the municipalities or the Government, and, in this respect, although equally deserving with the Belleville and North Hastings, it labors under the disadvantage of serving a great public want without being encouraged or aided by either Township, County or Province.

Five years ago, when I sold my entire interest in the Township of Madoc and started to explore the northern country, my calculations were based on having a railroad into that quarter in five years, as well as having a furnace in operation. Three years and a half of that time has expired, and I hope before the remainder of the term has gone to be able to say that all I anticipated has been accomplished. So soon as the railway is completed and our mines are in running order we mean to give our attention to the building of a blast furnace. I hope to be able yet to write you that this is an accomplished fact. I have to thank you for the many kind words of encouragement which I received from you in times gone by when I was alone exploring this section, When discouragements and difficulties of an almost insurmountable character presented themselves I was urged on by your kind words of cheer to continue this enterprise, and that I ultimately would bring it to a successful issue. Your having done this showed a proper appreciation of the mineral resources of the Province and a faith in their ultimate development.

I remain, your obedient servant,

WILLIAM COE.

HON. T. B. PARDEE,
Commissioner Crown Lands.

APPENDIX No. 14.

STATEMENT of Crown Land Surveys completed and closed during the year 1883.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Paid.	No. of Acres.
				$ c.	
1	15th May, 1882	Alexander Niven	Certain base and exploration lines north of Lake Nipissing	948 00	
2	15th May, 1882	Thomas Byrne	Township of Devine	695 24	49,932
3	15th May, 1882	David Beatty	Township of Biggar	1,212 53	50,495
4	15th May, 1882	James Dickson	Township of Canisbay	733 33	50,250
5	15th May, 1882	James W. Fitzgerald	Township of Pentland	526 70	61,810
6	15th May, 1882	Henry Lillie	Townships of Lewis and residue of Shedden	615 58	28,794
7	15th May, 1882	Francis Bolger	Township of Ratter	101 67	22,881
8	15th May, 1882	Francis Bolger	Outline of Timber Berth on north shore of Lake Huron	33 80	
9	15th May, 1882	H. R. McEvoy	Township of Dunnet	112 80	23,040
10	15th May, 1882	T. O. Bolger	Outlines of Timber Berths on north shore of Lake Huron	416 00	
11	28th June, 1882	Alexander Niven	Township of Awrey	813 15	23,045
12	28th June, 1882	Alexander Niven	Outlines of Timber Berths on north shore of Lake Huron	204 00	
13	9th May, 1883	Alexander Niven	Township of Widdifield	4,818 80	68,840
14	17th May, 1883	Thomas Byrne	Township of Osler	3,542 84	50,612
15	17th May, 1883	James Dickson	Township of McLaughlin	3,500 35	50,005
16	17th May, 1883	John McAree	Township of Neelon	1,618 82	23,126
17	17th May, 1883	Francis Bolger	Township of McKim	1,614 20	23,060
18	17th May, 1883	Elihu Stewart	Townships of May and Hallam	3,256 12	46,516
19	17th May, 1883	W. O. Johnston	Township of Graham	1,612 80	23,040

STATEMENT of Crown Land Surveys completed and closed during the year 1883.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Paid.	No. of Acres.
				$ c.	
20	17th May, 1883	W. R. Burke	Township of Waters	1,362 55	19,465
21	17th May, 1883	Isaac L. Bowman	Township of Snider	1,429 89	20,427
22	4th July, 1883	Thomas Speight.....	Township of Merritt	1,613 15	23,045
23	12th June, 1883	Joseph De Gurse	Timber Berths in District of Thunder Bay.....	1,215 24	
24	20th December, 1882....	William Bell	Timber Limits in District of Nipissing	449 18	
25	25th January, 1881	C. J. Wheelock	Survey in the Township of Luther	50 00	
26	15th January, 1869, and 21st October, 1872....	Henry Creswicke	Part of the Township of Sunnidale	1,608 57	
			March 5th, 1883, paid Rolph, Smith & Co., for lithographing maps	152 50	
			May 17th, 1883, paid Copp, Clark & Co., for lithographing maps	152 50	
			May 17th, 1883, paid Rolph, Smith & Co., for steel die.....	8 00	
			August 29th, 1883, paid Copp, Clark & Co., for maps of Thunder and Black Bays.....	250 00	
			August 30th, 1883, G. B. Kirkpatrick, expenses *re* survey at French River	96 70	
			December 31st, 1883, Copp, Clark & Co., for maps of north shore Lake Huron	200 00	
			December 31st, 1883, Copp, Clark & Co., for new map of Ontario.....	400 00	
				35,365 01	658,383

GEO. B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1883.

APPENDIX No. 15.

STATEMENT of Crown Lands Surveys in progress and amounts advanced up to date.

No.	Date of Instruction.	NAME OF SURVEYOR.	Description of Survey.	Amount Advanced.
				$ c.
1	16th February, 1882	David Beatty	Outlines of Timber Berths on north shore of Lake Huron	Nil.
2	17th May, 1883	James W. Fitzgerald	Township of Boyd	4,534 99
3	16th July, 1883	G. B. Abrey	Township of Nairn	700 00
			Total	5,234 99

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1883.

APPENDIX No. 16.

STATEMENT of Municipal Surveys for which Instructions were issu d during the year 1883.

No.	NAME OF SURVEYOR.	No.	Date of Instruction.	Description of Survey.	Date when Confirmed.
1	James Dickson	510	27th February, 1883	Survey of lots Nos. 9 and 10 in the 11th concession of the Township of Scugog	
2	R. O. D. Kennedy	511	20th April, 1883	Survey of that part of the line between the 3rd and 4th concession of the Township of Wainfleet, extending from the Township line, between the Townships of Humberstone and Wainfleet West, as far as lot No 17, and planting stone or other durable monuments along said part of said concession line	
3	Edward Gardiner	512	12th May, 1883	Survey of that part of the boundary line between the Townships of Pelham and Thorold, from the north-west corner of the Township of Thorold to the south-west angle of lot No. 111 in said Township, and planting stone or other durable monuments at the end of each concession line in Townships of Pelham and Thorold, abutting on said boundary line, between above-mentioned points	
4	Edward Gardiner	513	17th July, 1883	Survey of lots Nos. 33 and 34 on the Broken Front, Lake Erie, of the Township of Bertie	
5	H. O. Wood	514	24th July, 1883	Survey of the concession line at the rear of the 9th concession, Ottawa Front, of the Township of Gloucester, and to plant permanent stone monuments therein	
6	Edward Gardiner	515	6th August, 1883	Survey of the town line between the Townships of Pelham and Gainsborough, and planting stone or other durable monuments at the ends of each concession line in the said Townships abutting upon said town line or boundary between said Townships	
7	T. Harry Jones	516	12th September, 1883	Survey of that part of the 13th concession of the Township of Burford lying between the Oakland town line and the middle town line of Burford, and planting durable monuments at the front angles of lots Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 in said 13th concession of the Township of Burford	

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON.
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1883.

APPENDIX No. 17.

STATEMENT of Municipal Surveys confirmed during the year 1883.

No.	NAME OF SURVEYOR.	No.	Date of Instruction.	Description of Survey.	Date when Confirmed.
1	A. J. Cavana	497	16th April, 1881	Survey of Eastern boundary line of the Township of Mara	15th January, 1883.
2	Alexander Baird	484	9th March, 1880	Survey of lots in concessions 2, 1, A, B, and Front concession in the Township of Mersea	24th April, 1883.
3	Richard Coad	506	27th February, 1882	Survey of the 4th concession line of the Township of Delaware	14th July, 1883.
4	James Warren	507	20th May, 1882	Survey of the line between lots Nos. 17 and 18, in the Township of Esquesing	1st November, 1883.
5	W. E. Yarnold	508	6th July, 1882	Survey of lots Nos. 13 and 14, in the 4th concession of of the Township of Scott	1st November, 1883.
6	W. E. Yarnold	495	2nd April, 1881	Survey of lots Nos. 15 and 16, in the 7th concession of the Township of Whitchurch	3rd December, 1883.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1883.

APPENDIX No. 18.

STATEMENT of Mineral Lands which have been Patented in unsurveyed territory on the North Shores of Lakes Superior and Huron, in the Districts of Thunder Bay, Nipissing and Algoma, during the year, 1883.

No.	No. of Description.	PATENTEE.	Description of Mining Tract.	Acres.	Amount.	Date of Patent.
					$ c.	
1	1458	James B. Dobie.....	Lily Islet, south of the Township of Thessalon, District of Algoma	1 2-10	10 00	12th April, 1883.
2	1459	Martin P. Hayes	Mining Location R XV., on Vert Island, Neepigon Bay, District of Thunder Bay	118	118 00	12th April, 1883.
3	1462	Marvin Burk	Mining Location 55 T and 56 T, south of the Township of Paipoonge	165	165 00	24th April, 1883.
4	1464	The Spanish River Lumber Company	Mining Locations A XXX, A XXXI, on Aird Island, and Islands A. B. C., District of Algoma	79	79 00	24th April, 1883.
5	1473	Philip McRae.....	Mining Location No. 2, on Darche Island, District of Algoma.....	111	111 00	21st May, 1883.
6	1487	Henry King Wicksteed	Mining Locations R 1 and R 2, on Kaministiqua River, west of the Township of Oliver, District of Thunder Bay	144	144 00	3rd July, 1883.
7	1497	Harold Andrew Wiley	Mining Location R 6, Vert Island, Neepigon Bay, District of Thunder Bay	80	80 00	26th July, 1883.
8	1498	John L. Woods & George W. Pack	Island A, in front of the Serpent River, Indian Reserve, District of Algoma	41	41 00	10th August, 1883.
9	1499	Richard Marpole	Mining Location C.P.R. 1 and C.P.R. 2, on Darche Island, Lake Huron, District of Algoma.....	165	165 00	20th August, 1883.
10	1500	William G. Clarke	Mining Locations R 20, south-west of the Township of Paipoonge, District of Thunder Bay	80	80 00	20th August, 1883.
11	1505	George W. McDonald.....	Little Manitou Island, in Lake Nipissing, District of Nipissing	69	69 00	27th August, 1883.
12	1507	James Murray	The Granite Mining Locations, No. 1 and No. 2, District of Algoma	468	468 00	7th September, 1883.

13	1516	Charles James Johnson & Mrs. Kate Rainey	Mining Locations 5 L, 6 L and 9 L, north-west of the Township of Dorion in the District of Thunder Bay	240	240 00	16th October, 1883.
14	1513	Frank S. Kirkland	Mining Location 59 T, Pigeon River, District of Thunder Bay	49	49 00	16th October, 1883.
15	1514	Thomas Alexander Keefer..	Mining Location 57 T, South-west of the Township of Paipoonge, District of Thunder Bay	70	70 00	22nd October, 1883.
16	1517	Richard G. Peters.....	Mining Locations 60 T, 61 T, 62 T, 63 T, 64 T, 65 T, 66 T, 67 T, 68 T, 69 T, 70 T, 71 T, 72 T, 73 T, 74 T, 75 T, 76 T, 77 T, 78 T, 79 T, 80 T, 81 T, 82 T, 83 T, 84 T, 85 T, 86 T, 87 T, 88 T, 89 T, 90 T, 91 T, 92 T, 93 T, 94 T, between Arrow and Pigeon Rivers..	10,032	10,032 00	25th October, 1883.
17	1522	The Neebish Mining Co.....	Mining Location H 3, near Jack Fish Lake, District of Thunder Bay	160	160 00	20th November, 1883.
18	1524	Pierre Deschamps.....	Mining Locations 49 T and 50 T, on Neepigon River, above Lake Helen, District of Thunder Bay	132	132 00	26th November, 1883.
				12,204	12,213 00	

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1883.

APPENDIX No. 19.

STATEMENT of Work performed in the Survey Branch, during the year 1883.

No.

1.—14 Instructions and Letters of Instructions for Surveys prepared and entered.

2.—26 Crown Surveys examined, completed and closed.

3.—26 Surveyors' Accounts for Surveys audited and closed.

4.—9 Reports to Council relative to Municipal Surveys drawn up and entered.

5.—7 Instructions for Municipal Surveys prepared and entered.

6.—6 Municipal Surveys examined and confirmed.

7.—30 Plans of Mining Locations examined.

8.—211 Plans of Private Surveys examined.

9.—604 Plans compiled and copied.

10.—60 Plans to accompany Instructions.

11.—677 Letters relative to Surveys prepared, written and entered.

12.—152 Letters relative to Mining prepared, written and entered.

13.—1985 Pages of Field Notes copied.

14.—47 Railway Plans and Books of Reference examined and certified.

15.—1521 Patents issued during the year ending 31st December, 1883.

NOTE.—The foregoing Statement does not account for the time spent in furnishing information to parties applying personally at the Survey Branch, who are unable to obtain the information they require without assistance; much careful research into the old correspondence, plans, field notes, and other documents, being necessary in order to ensure reliability in the information given, which is frequently used as legal evidence in Courts of Law in disputed cases.

THOS. H. JOHNSON,

Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1883.

APPENDIX No. 20.

STATEMENT of the Names of Candidates who have passed their Examinations before the Board of Examiners of Land Surveyors for Ontario, during the year 1883.

PRELIMINARY CANDIDATES PASSED.

Charles Fraser Aylsworth, jun.
George Herrick Duggan.
William Flater.
Frederick Henry.
Alexander Gordon Munro.
James Williams Tyrrell.
Douglas Ross.
Frederick John Ure.
James Whitson.
David Benjamin Brown.
Peter Milne Gibson.
John Henry Lillie.
Albert Reesor Raymer.
James Robertson.

FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

Hugh McGrandle, Mount Forest.
Thadeus James Patten, Toronto.
Joseph DeGursé, Sarnia.
William Stewart Drewry, Belleville.
William Galbraith, Haliburton.
Frederick William Norton, Orillia.
John Bower Lewis, Richmond.

The Board of Examiners of Land Surveyors, for Ontario, meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of January, April, July, and October, in every year, unless such Monday be a holiday (in which case it meets on the day next thereafter, not being a holiday.) Section 6, Chapter 146, Revised Statutes of Ontario.

PRELIMINARY EXAMINATION.

All persons, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects, viz. : Vulgar and Decimal Fractions, Extraction of Square and Cube Root, Practical Geometry. Euclid, Plane and Spherical Trigonometry, Mensuration of Superficies, and the use of Logarithms ; correct Spelling and good Writing required.

FINAL EXAMINATION.

Final Candidates, before obtaining a License to practise, undergo a strict and searching examination before the Board of Examiners as to their proficiency in Euclid ; Plane and Spherical Trigonometry ; Calculations of Areas by means of the Traverse Tables, etc. ; Laying out and dividing up of Land ; the adjustment and use of the Transit or Theodolite ; Astronomy, including the calculations necessary to determine the latitude by meridian altitude of the sun, moon, or stars, or by double altitudes ; Method of determining Time ; of finding the time when any star passes the Meridian, with the time of its Elongation, Azimuth Angle, and Variation of the Compass ; the Method of Keeping Field Notes ; Drawing up Descriptions by Metes and Bounds for insertion in Deeds ; taking Affidavits in the matter of Disputed Boundaries ; the Law regulating Surveys ; Geology ; and also as to their proficiency as Draughtsmen.

THOS. H. JOHNSON,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1883.

SURVEYORS' REPORTS.

(Appendix No. 21.)

DISTRICT OF NIPISSING.

Township of Canisbay.

Fenelon Falls, Ontario,
December 26th, 1882.

Sir,—I beg to report that, in compliance with your instructions, bearing date 15th May, 1882, I have made a survey of the Township of Canisbay, in the District of Nipissing, dividing it into farm lots of one hundred acres each, and have the honour to submit the following report, together with the plan and field-notes thereof:—

I began the survey on the 6th July, and finished on the 30th November.

I commenced the work by establishing the position of the line between concessions four and five on the east boundary of the Township of Peck, which forms the west boundary of that of Canisbay and, after taking an astronomical observation, ran that line on an astronomical course, N. 69° 08′ 20″ E., as far as the line between lots five and six, and ran that line on a course N. 20° 51′ 40″ W. to the line between concessions eight and nine. I did this in order to define the position of the stream leading out of Source Lake, to enable me to find a suitable place to store my provisions, which I took up the Muskoka, and across the portage, in the township of Peck, to Source Lake on the Madawaska River. I then moved east on the line between concessions four and five to the line between lots thirty and thirty-one, surveying as I went the line between concessions two and three and eight and nine, and also the intervening side lines. I then, after finishing all south of the Lake of Two Rivers to the east boundary, moved my camp north on the line between lots thirty and thirty-one to line between concessions ten and eleven, and west on it to the line between lots five and six, finishing as I went all to the south, thence north to concessions twelve and thirteen, and east on that line, ending the survey on the south-east corner. I traversed all the lakes as the survey proceeded, except Cache and Source Lakes, and the small lake on the line between concessions six and seven on the west boundary, which I did on my way out.

The township may be said to contain within its area the head waters of the Madawaska river, the southern part being drained by two streams, each capable of floating timber, which unite in lot number seventeen in the fifth concession, and emptying into the west end of Lake of Two Rivers, while another stream of about the same size enters the same lake a few chains further north; this latter stream forks out in lot number twenty-five in the twelfth concession, one branch flowing from a north-westerly direction, from where it enters the township on the north boundary on lot number twenty-one, the other flowing from a north-easterly direction, and dividing into three branches near the north-east corner, one crossing the north boundary on lot number thirty-five, another the east boundary a few chains south of the corner, and the third enters also on the east boundary in the twelfth concession. After these three streams unite, it, as well as the one to the west, is capable of floating timber, and they have both already been used for that purpose, as also the south branch.

The north-west part of the township, *i.e.*, north of concessions eight and nine, and west of lots twenty and twenty-one, is chiefly hardwood; the timber, birch and maple, with in some places considerable beech, and groves of pine scattered; also a good deal of hemlock and balsam. The balance of the timber is chiefly white pine, balsam, hemlock, and cedar, while a dense undergrowth of hazel ground hemlock, etc., is all over the township. For about three-fourths of a mile west of Lake of Two Rivers, north of the south

branch, and extending about half-a-mile north of the north branch, the timber is mostly red pine of a good size; there are also occasionally groves of hardwood through the pine, while near to and along the east boundary, south of concessions four and five, there is a good deal of poplar.

It will form a valuable timber limit, not only owing to the large quantity of pine it contains, but also its proximity to the water. The hauling in most cases will be very short, with good facilities for road-making. The timber is also of a very fine quality, and good size. There has been a large quantity taken off some years ago, even as far west as lot number nine on Head Lake, but in very few places has it been all cut, but only thinned out along, and near to, the floatable streams. There have been a number of dams and slides built, but they are all now in a dilapidated condition.

The river, between Lake of Two Rivers and White Fish Lake, is a swift, deep stream, averaging about one chain wide, with one trifling chute with a fall of about two feet on lot number thirty-four.

The lakes are all deep, clear water, abounding in speckled and salmon trout. Some even of the largest have very little water flowing into them, and good sized outlets, clearly showing that they must be fed by springs within themselves. The largest are Cache, Lake of Two Rivers, Head, Provoking, Cranberry, and Lindas Lake, all being either on or flowing into the Madawaska River, except the latter, which empties into Island Lake on the Muskoka River.

The township is very undulating, there being very little level land. There are some very high hills and rocky bluffs, the latter mostly near the south branch of the river. All the hills and mountains are covered with a dense growth of not only small but large timber to the top.

There is only a small portion of the township of Canisbay adapted for agricultural purposes, as is generally the case in a pine country, but most of the hardwood sections are well adapted for grazing, while large quantities of beaver hay can be cut along the rivers and creeks, and in the beaver meadows on the north shore of Lake of Two Rivers. On lots thirty and thirty-one in the eighth concession there is an old clearing of thirty-one acres, with a good cedar log barn full of hay, and also a house of hewn logs. There is no one now living on it, nor does it appear to have been occupied for some years.

The rocks are all either granite or gneiss, the latter prevailing, and dipping to the south-east, the strike is south-west and north-east. I found no limestone, nor any trace of minerals.

The easiest means of access to the township at present is either through the townships of Lawrence or Nightingale, or by way of the Madawaska River.

I have the honour to be, Sir,
Your obedient servant,

(Signed,) James Dickson,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 22.)

DISTRICT OF NIPISSING.

Township of McLaughlin.

Fenelon Falls, Ontario,
November 19th, 1883.

Sir,—In obedience to your instructions, dated the 17th day of May, 1883, I have made a survey of the township of McLaughlin, in the district of Nipissing, into farm lots

of one hundred acres each, and have the honour to submit the following report, together with the field-notes and plan thereof :—

In proceeding to the field, I ascended the North River to Island Lake, and commenced the survey by running the line between the second and third concessions at a distance of one hundred chains and fifty links north of the south-west corner of the township on an astronomical course, N. 69° 08′ 20″ E., and produced it, and also the line between concessions four and five to the east boundary, surveying as I went, the intervening side lines as far north as I could reach from my camp, which I kept on the line between concessions two and three, on an astronomical course, N. 20° 51′ 40″ W. Moving my camp north on the line between lots numbers thirty and thirty-one, to the line between concessions six and seven, I moved west on that line, surveying as I went, the line between concessions eight and nine, and running the side lines in the same manner as I did on the way east to the line between lots numbers ten and eleven, thence north on it to the line between concessions twelve and thirteen, thence east on that line, finishing the survey in the north-east corner of the township.

The township is mostly undulating, but very few high hills or bluffs, and all covered with a dense growth of timber ; a small portion near the west boundary has been burnt over some years ago, and there is now a thick second growth of poplar and white birch.

The prevailing timber is birch, maple and beech, mixed with a good deal of hemlock, with a dense undergrowth of balsam, hazel, and ground hemlock over all, and tamarac, spruce and cedar in the swamps and marshes. I found also a few scattering black ash. There are no very large blocks of pine, but many small groves and scattering trees through the hardwood, mostly of a large average and sound. A part of the tenth, and nearly all the eleventh, twelfth, thirteenth and fourteenth concessions have been lumbered over, and a large quantity of both square lumber and sawlogs removed by way of the Petewawa River ; a small part of the south-east has also been cut and taken down the Madawaska River. The pine still untouched lies mostly adjacent to the Muskoka waters, and will make a valuable timber limit. The hauling will be short, and good water to take it to market ; while the parts which have been cut over still contain a considerable quantity of good pine ; a great deal of good hemlock for tanbark is also to be found in the township ; also a large quantity of black birch and maple lumber.

About one-third of the township will make good farming land, while nearly the whole of the remainder can be utilized for grazing purposes. Most of the swamps and marshes can be easily drained, and will then form excellent meadow lands ; the soil is sandy loam, and nearly all more or less stony ; but judging from the size and quality of the hardwood it produced it must be rich in vegetable-producing matter.

The rocks are all of the Laurentian formation, and either granite or gneiss ; the gneiss dipping at all conceivable angles to the south-east, the strike is south-west by north-east.

The township of McLaughlin is well watered by numerous lakes and creeks, nearly all abounding in speckled and salmon trout, and also the home of numerous fur-bearing animals, while the woods abound with moose and red deer. Island Lake is a beautiful sheet of water nearly five miles in length, and may be called the source of the Muskoka River, there being no lakes of any size emptying into it except Lindas Lake, which lies on the north boundary of the Township of Canisbay. Following the line between the fourth and fifth concessions, east from Island Lake, in about a mile and a-half we reach Madawaska water, while leaving the same lake a few chains east of where the line between lots numbers fifteen and sixteen strike its north shore, a fifteen minutes walk in a north-easterly direction takes one to Little Otter Slide Lake, which empties into Otter Slide Lake by a good-sized stream about half a-mile in length, and which latter lake empties into White Trout Lake on the Petewawa River. Thus it will be seen the township lies exactly on the height of land between Lake Huron and the Ottawa River, the south-west part being drained by the Muskoka River, the south-east by the Madawaska River, and all the north part by the Petewawa River. The stream between the two Otter Slide Lakes flows through a tamarac swamp, is about a chain and a-half wide, deep, and with very little current, the two lakes being on about the same level, while from Otter Slide Lake to White Trout Lake it is from fifty to seventy-five links wide, and flows the greater part of its entire length through a marsh. On lot number twenty-three in the thirteenth concession there is a per-

pendicular fall of about fifteen feet, which will make an excellent mill site, with abundance of water nearly all the year round. Besides this fall there are four rapids, three of them very short, and at a trifling expense it can be made navigable for timber throughout its entire length.

White Trout Lake is apparently a large body of water, only a small portion of it being in the township of McLaughlin, and extending towards the north.

There are no settlers, nor have any improvements ever been made in the township, and the only means of access to it at present is either by the Muskoka, Petewawa or Madawaska Rivers.

I have the honour to be, Sir,
Your obedient servant,

(Signed), JAMES DICKSON,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 23.)

DISTRICT OF NIPISSING.

TOWNSHIP OF DEVINE.

SARNIA, ONTARIO.
January 13th, 1883.

SIR,—I have the honour to report that in accordance with your instructions, dated May 15th, 1882, I have completed the survey of the Township of Devine, into farm lots of one hundred acres each.

After chaining along the western boundary, two hundred chains north from the south boundary, and obtaining an observation of Polaris, at that point, I ran concession line four and five, on a course N. 69° 08′ 20″ E., making it the base of the survey. Then continued my course, carrying the belt between the south boundary and concession line six and seven eastward to the east boundary; thence northward and westward, winding up the survey at the north-west corner of the township.

The Township of Devine contains a large percentage of fair land; about three-fourths being fit for agricultural purposes.

The soil is sandy loam, and will compare favourably with any of the surrounding townships. The north-eastern portion, containing about seven thousand acres, which I have marked pine land on the timber plan, is broken and rocky, but contains a large amount of good pine.

The timber on the balance of the township is maple, beech, black birch, balsam, spruce, hemlock and pine. The pine growing amongst the hardwood is of excellent quality, but very scattered.

There are but few lakes in this township, Misty Lake on the south boundary being the largest, and most important.

There are no settlers in this township.

I have the honour to be, Sir,
Your obedient servant,

(Signed), THOMAS BYRNE,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 24.)

DISTRICT OF NIPISSING.

Township of Biggar.

Parry Sound, Ontario,
December 14th, 1882.

Sir,—I have the honour in accordance with instructions, dated May 15th, 1882, to submit the following report of the survey of the Township of Biggar, in the Nipissing District.

I proceeded to the township by way of Mattawa, thence through the townships of Papineau, Lauder and Wilkes, to the east boundary of Ballantyne; thence southerly along this east boundary, and the east boundary of Paxton, to the south-east corner of Paxton, where I was met by my chainmen and axemen who came in by way of Sand Lake in the Township of Proudfoot.

Work was commenced at the south-west corner of Biggar, on July 6th, by rechaining and opening out the east boundary of Paxton. We then worked easterly on concession line two and three, making it the base of my work in the south part of the township; thence northerly on side road between lots thirty and thirty-one to concession ten and eleven, making this concession line the base of the north part of the township. All lakes met with were carefully surveyed.

In carrying out this survey I have conformed closely with the instructions.

The Township of Biggar, being on the height of land, South River and the Amable du Fond River on the north, and the Nipissing branch of the Petewawa River on the south, is therefore much broken by hills, swamps, marshes and small lakes.

The water in all lakes was clear and sweet, while the shores were rocky or stony, with swamps or marshes at the head of all bays.

The Petewawa is the largest stream in the township, being sluggish, with marshy or swampy banks from its entrance into the township, till after crossing the side line between lots twenty-five and twenty-six with very few rapids; while below this side line it is broken with a great many rapids.

Agriculturally considered the township is very poor. The rock exposures, mostly around lakes, were all of Laurentian gneiss.

The whole township, excepting waters and some swamps, is a mass of boulders, covered generally with a few inches of vegetable mould or sandy loam, which, after a few successive burnings, would disappear, and the surface would then appear as the hills about Mattawa do now. A few scattered patches of upland might be found that can be tilled, and the beaver meadows and swamps may in time be utilized for the raising of grasses and hay.

The hard land in the township is well timbered with maple, black birch, ironwood, and a few beech, with pine of a good quality on the ridges. Towards the north part of the township there is considerable hemlock.

In the lowlands, spruce, balsam, tamarac, cedar and birch are found, but the cedar is nearly all of a very inferior quality ("rotten-hearted"). Very little ash or elm was seen, and no oak or hickory.

A lumberman's shanty on lot twenty-seven, concession eight, in the Narrows of Burnt Lake, has been the centre of extensive lumbering operations, extending nearly six miles north-westerly from the crossing of the Petewawa at the east boundary of Biggar, and shown as accurately as possible on the accompanying timber plan.

A large tract south and south-west of Burnt Lake, containing about four square miles, burned over a number of years ago, is now covered with a dense undergrowth of scrub pine, balsam, white birch, poplar, cherry, etc.

A windfall extends on both sides of the north boundary of the township from the east end of Long Lake to the north-east angle of the township. A smaller windfall was met with on the side line between lots ten and eleven, concession ten, and what may have been a part of this same windfall, on concession line ten and eleven, lot five.

There is still considerable good pine remaining in the township, but it is all more or less scattered. South of the Petewawa the pine is larger, but more scattered than to the north of that river. About the large lake in concessions seven and eight, lots eleven to twenty, there is a large number of pine but all rather small, not fit for timber.

In the north-west part of the township there are also some large scattered pine of good quality. Each kind of timber has been entered fully, according to its relative abundance, in the field-notes, something which could not be satisfactorily done on the timber plan.

I have the honour to be, Sir,
Your obedient servant,

(Signed), DAVID BEATTY,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 25.)

DISTRICT OF NIPISSING.

TOWNSHIP OF OSLER.

SARNIA, ONTARIO,
September 27th, 1883.

SIR,—I have the honour to report that in accordance with your instructions, dated May 17th, 1883, I have completed the survey of the Township of Osler, in the District of Nipissing.

I commenced the survey at the south-west angle of the township, thence measuring northerly along west boundary one hundred chains. From this point, after an observation of Polaris, I ran the line between the second aud third concessions N. 69° 08′ 20″ E., astronomically, making it the base of the survey, and laying off the various side roads and concession lines in accordance with the projected plan, as shown on the accompanying plan and field-notes.

About one-fourth of this township is composed of good farming land, viz., that portion lying to the north of Little Nipissing River, and to the west of side-line fifteen and sixteen, the soil being generally sandy loam overlying clay, broken in places by rocky ridges, but may be classed as good farming land.

The timber is birch, maple, beech, balsam and pine.

The portion lying to the south of Little Nipissing River and west of side line fifteen and sixteen, being very much broken by hills and rocks, is not fit for agricultural purposes.

The timber is birch, maple, hemlock, balsam, poplar and white birch.

The balance of the township may be described as a rocky, broken and burnt country, covered in places with a dense growth of small birch, cherry, poplar and balsam.

There is very little pine still standing, most of it having been cut by Messrs. Perley & Pattee, who have a depôt on the Little Nipissing River, and a farm to the north of it. I believe their limits cover nearly the whole township.

There are no large lakes, and but few small ones in this township. The principal streams are the Petewawa, which passes easterly through the south-eastern part of the township, and the Little Nipissing, a branch of the Petewawa, which flows in an easterly direction through the central part of the township. Both streams are well stocked with trout, bass and pickerel.

I saw no indications of valuable minerals; the geological formation is the usual Laurentian prevailing in this region.

There are no settlers in this township.

I have the honour to be, Sir,
Your obedient servant,

(Signed), THOMAS BYRNE,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 26.)

DISTRICT OF NIPISSING.

TOWNSHIP OF PENTLAND.

PETERBOROUGH, ONTARIO,
April 30th, 1883.

SIR,—I have the honour to report the completion of the survey of the Township of Pentland, and to submit herewith the field notes and plans of the same.

Arriving at Lord & Hurdman's farm in the Township of Lauder, near its south-east corner, I proceeded to this point, which I established as the north-east corner of Pentland.

Having taken the necessary astronomical observation for latitude and azimuth I proceeded southwards with the survey of the east boundary on the given bearing S. 20° 51′ 40″ E., to Cauchon Lake, across which I triangulated and established, on the south shore, a point to be afterwards taken up.

Meantime the remainder of my party I employed in portaging supplies, etc., *via* Kioshkoqui Lake, to the west boundary.

Uniting my party here I proceeded to the south-west corner of the township.

Here I also took an observation for latitude and azimuth, the calculations for which are entered elsewhere, and in the usual way set off the course of the south boundary, N. 69° 08′ 20″ E. astronomically, and proceeded with the survey thereof, carrying on simultaneously the survey of concession line two and three, and the successive side lines northwards, sometimes two and three hundred chains, as found convenient.

I may observe that at starting here I found the boundary surveyed east eleven chains ninety-five links, to a line running southwards, being the east boundary of the newly surveyed township lying mostly south of Wilkes.

East of this line no trace of any survey has been discovered, although I spent much time and labour in searching southwards for some, as I expected that part was in progress of survey.

The country traversed by this line to the east boundary of the township is one continuous windfall of some twenty years old.

It is wholly destitude of all standing timber, rendering it somewhat difficult, except by the marks and cuttings made on the fallen timber, and the posts staked for the lots and side-lines, to define permanently the boundary line.

The fallen timber consists chiefly of large white pine, birch and hemlock, at one time of much value, but at present of no consequence for any commercial purposes.

The windfall extends nearly one mile north of the boundary, and it is said about the same distance south of it.

Having reached a point near the east boundary, I took up that established on the south

shore of Cauchon Lake, and from it continued the survey of the line southward to intersect the south boundary. This determined the outline survey of the township.

Again proceeding to the west boundary, I took, at its intersection with concession line eight and nine, in the Township of Wilkes, another observation; and, on the proper bearing, set out the survey of the line between these concessions, bringing along at the same time the concession-lines four and five, six and seven, and ten and eleven, and carrying up in order the side lines to Kioshkoqui Lake, and to concession line twelve and thirteen out to the east boundary.

I then again proceeded to the west boundary, and carried eastwards the survey of the remaining four concessions of the township, thus completing the survey of the township.

As is common to most of the townships in this northern country, the one in question is well watered by well defined clear deep lakes, stored with an abundance of salmon trout, whitefish and pickerel; and by moderate improvements affording to lumbermen ample facilities for the driving and transport of their produce to the more improved water, and new railway communications.

During the present and preceding seasons, lumbering operations have been carried on by three companies, Mackey, Bonfield, and by Messrs. Lord & Hurdman, in the township and adjoining it. The pine is generally of good size and of fine quality, but by far the best in the township is yet standing within the Mackey limits.

As will be inferred from a perusal of the field-notes and plan, the township occupies a rather high summit level, being at the head waters of a portion of the Mattawa River, and at the head of a leading tributary of the Petewawa River.

It is, however, a comparatiuely level township, and contains in many places tracts of fair land suitable for settlement.

The surface, especially where hardwood predominates, is usually of a stony character, the best parts for cropping purposes, generally lying in the foot of slopes, and bottom lands found to yield mixed timber, viz., hemlock, birch, balsam, etc.

Nearly the whole of the first, second, third and fourth concessions afford a good proportion of arable land, probably fifty per cent., while a large area of the remaining portion would prove well adapted for pasture purposes.

The same may be said of the next succeeding four concessions, excepting partly the portions of them lying between Maple Lake and Mink Lake water-courses, the bulk of which at places is very rough indeed, and covered with a goodly crop of surface stone. The timber to side-line ten and eleven is mostly maple, beech, birch and other varieties of hardwood, with a sprinkling of mixed greenwood, viz., hemlock, spruce, balsam, tamarac, pine, etc. From ten and eleven to Mink Lake, greenwood prevails, including some good pine. The land is exceedingly stony here. East of this, to the boundary and around Cauchon Lake, there is a margin of poplar of large size, backed to the south by a tract of land yielding mixed wood, but to the north by an extensive area of purely hardwood land.

The soil is generally of a brown to darkish sand loam, varying, according to situation, from a depth of a few inches to two and three feet.

The substratum is generally of a mixture of red clay, stones and gravel, in a more or less compact state, but is not unfrequently substituted by the parent granite rock.

The six concessions, viz., nine to fourteen inclusive, and between the west boundary and Mink Lake water-course present a somewhat rugged aspect, exposing in many places naked rock, and a surface interspersed with mixed swamps of tamarac, cedar, spruce, etc., and limited patches of hardwood.

But little pine timber of value is met with in this division of the township, though a considerable quantity of black birch, maple, hemlock, tamarac, etc.

From Mink Lake waters to the east boundary, excepting a belt of good pine along the middle of the east shore of Mink Lake, about one mile wide, the prevailing timber is maple and beech, with the usual proportion of birch and other kinds of hardwood. The soil is a rich sand and clay loam, of good depth in places, but as it is very stony will require considerable labour to render it fit for ultimate profitable use.

The two remaining concessions, viz., fifteen and sixteen, are somewhat broken east of Crooked Lake. The prevailing timber consists of a heavy growth of mixed hardwood, with some patches and scattered clusters of greenwood.

There is little pine of any value excepting a strip along the valley of Amable du Fond River, extending short distances at either side.

The surface is stony, and occasionally interspersed with cedar and spruce swamps of limited extent.

Passing eastward from Crooked Lake and creek of the same name, standing timber continues only a short distance, when an extensive brulé is entered, reaching to the east boundary and beyond it. It is tolerably clear of rock and stone, and contains a large proportion of fairly good land, composed more of a sand than of a clay loam. Patches of it are entirely denuded of timber, while other portions are covered with a young growth of white birch, poplar, balsam, etc.

Mr. Bonfield, who has been for some years past carrying on lumbering business at the south-east corner of the township, has several shanties, storehouses, etc., erected there, and has a clearing of some twenty acres on lot number twenty-eight in the eighth concession, which is regularly put in crop.

He has also made considerable improvements in road-making, erected a dam and chute on the stream between Moose and Bear Lake, one below the confluence of Red Pine and Bear Creeks, at the head and foot of Mink Lake, and two others in Mink Creek itself. These streams are all of sufficient capacity in ordinary seasons to float down all the timber the country tributary to them yields.

Messrs. Lord & Hurdman have constructed a dam and chute at the outlet of Crooked Lake. These chutes usually override rocky, rugged beds and gorges. They run from three to six chains in length.

No actual traces of minerals have been discovered, but local magnetic disturbances have not been altogether unfrequent at some points.

Viewing the township as a whole I consider it fully equal in every respect, as regards soil and timber especially, to most of the townships in the Ottawa territory, and have no hesitation in naming as fairly fit for settlement, forty per cent. of the land area, with a further large percentage susceptible of cultivation by clearing of stones, drainage, etc., the remainder being more or less suitable for pasturage and other purposes when required.

Trusting this brief report, with accompanying field notes and plans, may be found satisfactory to the department,

I have the honour to be, Sir,
Your obedient servant,

(Signed), J. W. Fitzgerald,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 27.)

DISTRICT OF NIPISSING.

Base and Exploration Lines.

Haliburton, Ontario,
February 28th, 1883.

Sir,—I have the honour to submit the following report on survey of "Base and Exploration Lines," in the district of Nipissing, made under instructions from your Department, dated May 31st, 1881, and May 15th, 1882.

Proceeding to the east end of Lake Nipissing, my party, consisting of the same number as last year, with Mr. Galbraith as first explorer, I connected the survey of the township of Ferris with the east boundary of the Indian Reserve, which I found marked by a red pine post ten links north of a red pine tree (now blown down), marked "I.R."

(Indian Reserve) on west, and "C.L." (Crown Lands) on east, at the mouth of Duchesnay River.

From this point I then chained north along a line run by D. Beatty, Provincial Land Surveyor, as the east boundary of the Indian Reserve, in the early part of 1882, eight miles twenty-eight chains five links, to the north boundary of said reserve, also defined by Mr. Beatty.

While I was doing the aforesaid work, another party, under Mr. Galbraith, chained east along the southern boundary of townships one, five and nine, or north boundary of Indian Reserve, commencing at a post on the east boundary of the township of Springer, and sixteen chains eighteen links south of the north-east angle of Springer.

Our lines intersected at eighteen miles fourteen chains fifty-five links from the boundary of Springer.

From this point (north-west angle of township seventeen), I ran east astronomically to about the boundary of Mattawa township, planting posts for townships every six miles. Being short of provisions, I had not time to find the west boundary of Mattawa township, and so stopped the line at forty-three miles and a half.

Returning to the twenty-four mile post, between townships numbers thirteen and eighteen, I ran north astronomically twenty-four miles, to my northerly exploration line of last year.

Returning south along this line twelve miles, I ran west between townships numbers fourteen and fifteen to a point on my southerly exploration line of last year, ten miles and a quarter east of line run north from north-east angle of township of Field.

Again returning to the twelve-mile point, I ran east between townships numbers nineteen and twenty, twenty-four and twenty-five, and twenty-nine and thirty, to the Ottawa River, striking said river about half a mile north of the prominent land mark known as the "Tuque."

After visiting the farm of E. B. Eddy, Esq., at the mouth of the Jocko River, and obtaining some supplies, I took a south-west course to the north-east angle of township number seventeen, and ran the boundary between townships seventeen and twenty-two, south, astronomically, to Trout Lake, producing my line across said lake, and connecting the work with the survey of Ferris, completing the survey on the 25th day of December.

Reaching La Vase or Callender, on the Canadian Pacific Railway, in the township of Ferris on the following day, I returned home by rail *via* Mattawa, Pembroke, Brockville and Port Hope.

The result of the explorers' observations will be found upon the plan, the dotted lines in red indicating where they travelled.

Astronomical observations were taken frequently as the work progressed, the lines were run with the theodolite, well cut out and well blazed. Posts six inches square were planted at the corners of townships every six miles, well protected with stones where they could be had.

Commencing at Lake Nipissing at the mouth of Duchesnay River, and running north, we cross the Canadian Pacific Railway, a few chains from the lake, the line crossing the abutment of the bridge which spans Duchesnay River.

Near the end of the first mile we ascend a hill three hundred feet high, wooded with maple, birch, ironwood, and a few basswood. The land then descends gradually to the north.

The remainder of this line to the north-west angle of township number seventeen, is through a level country of chiefly hardwood timber, with here and there some rock, but generally a good loamy soil; some good pine in places.

Turning east between townships seventeen and thirteen on the nineteenth mile from boundary of Springer, the country is for some distance rather flat, generally, however, undulating, with fair soil.

From about the twenty-first mile to the end of the line at mile forty-four, the line runs through what may be called a fairly good tract of country. The land is rolling and rocky in places, but generally the soil is a good loam fit for farming purposes, the timber being chiefly maple and black birch, of large growth and good quality. Some good scattering pine along this line.

Township number seventeen is nearly all good hardwood land, and is by far the best

township in the entire area explored. I never saw finer hardwood bush than many parts of it. A few basswood here and there; ironwood in many places, and a grove of beech on the east boundary, a few miles north of Trout Lake.

Townships twenty-two, twenty-three, twenty-seven and twenty-eight, also contain a larger percentage of good land; considerable pine through these townships, which is being taken out by Messrs. Bronson & Weston.

Townships numbers one, five, nine, thirteen and eighteen, also contain a fair percentage of good land, but there is very little pine. The timber is chiefly balsam, spruce, birch, etc., with occasional patches of hardwood.

Going north along line between townships thirteen and eighteen, we run through hardwood bush generally, for four miles, and the balance of the twenty-four miles of this line is through a poor rocky country, considerably cut up by lakes, and most of townships numbers fifteen, sixteen, twenty and twenty-one, have been burnt.

There is some pine in the northern parts of townships fourteen and nineteen, and considerable in fifteen and twenty, and sixteen and twenty-one. The line runs through a large flat of red and white pine, from the seventeenth to the twenty-first mile, through which the fire has gone, but a large amount of good timber yet remains; the trees are very tall and straight, and stand very thickly upon the ground; the soil of this part is pure sand. Along the central exploration line from west to east, between townships numbers ten and eleven, fourteen and fifteen, etc., to the Ottawa River, there is not much of importance to note beyond what may be seen upon the plan. The country is comparatively level until within a few miles of the Ottawa, where there are hills both north and south of the line, of considerable altitude. The soil is generally a sandy loam, and the timber mixed, balsam, spruce, tamarac, white birch, etc., with a few pine; a strip of hardwood seems to run parallel to the Ottawa, and about a mile therefrom.

Throughout the whole of this country there is more or less pine, but it is not by any means a pine country.

The most of the country explored north of the range of townships from number one to twenty-eight, may be said to contain very little good land or good timber.

The country is in many places rocky and stony, and the timber balsam, spruce, white birch, tamarac, cedar, etc.; the rock is granite, and no traces of minerals were met with.

The Jocko River, with its branches falling into the Ottawa, drains the greater part of the explored territory. Antoine Creek in the south is used by lumbermen for driving purposes; lakes are numerous, but generally small.

E. B. Eddy's farm, at the mouth of Jocko River, has one hundred and fifty acres cleared, besides as much more formerly cleared, now used as a pasture; good buildings, fair land, and generally free from stumps; raised this year a considerable amount of hay and grain.

Moose were often seen and were killed, and a few small deer were seen. Partridges were abundant, and fish plentiful.

The weather was all that could be desired till the 24th day of November, when the snow came on, making it unpleasant to the close of the work. The Canadian Pacific Railway is built through the south-west corner of township number seventeen, at a short distance from the shore of Lake Nipissing, and trains run regularly from North Bay to Mattawa.

There are some squatters along the line of railway, and one at the west end of Trout Lake, and I was informed that quite a number of people are likely to take up land in this township so soon as it may be surveyed.

Accompanying this report I beg to submit plan, field-notes, diary, pay-list, transport, vouchers and account, as per instructions.

I have the honour to be, Sir,
Your obedient servant,

(Signed), A. NIVEN,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 28.)

DISTRICT OF NIPISSING.

Township of Widdifield.

Haliburton, Ontario.
November 10th, 1883.

Sir,—I have the honour to submit the following report of the survey of the Township of Widdifield, surveyed under your instructions, dated the 9th day of May, 1883.

I proceeded to the said township immediately on receipt of instructions, and, commencing my survey on the east boundary laid off concessions numbers one to six, fronting south; and concessions A, B, C, D, fronting north.

The concessions were made one mile in depth where space would permit, and concessions B, C, and D, embrace the broken front on Trout and Nipissing Lakes, and the boundary of the township of Ferris, as per plan.

The concession lines were run east and west astronomically, and alternate side lines north and south astronomically; the lots being half a mile in width as per instructions, and numbering from east to west from number one to twenty-four.

The greater part of this township is hardwood land, having a fair loamy soil; the north-westerly part is very level, with numerous swamps, and the easterly portion is hilly.

The soil is generally a rich loam, but is, in many places, sandy and stony, with considerable areas of granite rock; nevertheless, about two-thirds of the entire township is fit for settlement.

There are some hills of considerable altitude along the north shore of Trout Lake, and also in the north-east part of the township.

The timber over a large portion of the township is chiefly maple, with black birch, ironwood, basswood, balsam and hemlock, and in some places beech. Some good cedar groves are found in places, and in the north-westerly and south-westerly parts a large quantity of tamarac, suitable for railway ties.

There is also considerable white pine of good quality scattered throughout the township. A good deal has been taken out by lumbermen, but a large amount still remains, the best of it being in the central and north-westerly portions.

The township is well watered by lakes and streams. Trout Lake, forming the southern boundary of the township, is a fine sheet of clear water, with numerous islands, and abounding with fish, including salmon trout, bass, pickerel, &c.

Game is plentiful, and moose numerous.

The geological formation is granite; no indications of minerals were met with excepting that of magnetic iron ore, as indicated by the needle at a few places.

The Canadian Pacific Railway runs through the south-west part of the township along the shore of Lake Nipissing, and at what is known as "North Bay" the company have a wharf, with a clearing of about forty acres, on lots numbers twenty and twenty-one, concession D.

I understand that this place is to be made the end of a railway division, and a town of considerable importance will no doubt spring up here, it being the finest situation on the Nipissing shore. Quite a number of the adjoining lots have already been taken up, the particulars of which will be found in the Inspection Return.

I may say that I found the variation of the magnetic needle to be about 7° west, as shown by observations at different parts of the township.

Herewith I send field-notes and plan of survey, with timber map, &c.

I have the honour to be, Sir,
Your obedient servant,

(Signed) A. Niven,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 29.)

DISTRICT OF NIPISSING.

Township of Awrey.

Haliburton, Ontario,
January 30th, 1883.

Sir,—I have the honour to submit the following report of the survey of the Township of Awrey, in the District of Nipissing, in accordance with instructions from your Department, dated June 28th, 1882.

Proceeding to Lake Nipissing in July last, I gained access to the work by the Veuve River, and after establishing the south-east angle of the township from the thirty-mile post on Provincial Land Surveyor Salter's Base Line, six miles south, I laid off the concessions one mile in depth from south to north, and the lots half a mile in width from east to west, the concession-lines being run due west, and the side-lines due north, as per instructions.

I am sorry to say that I cannot report favourably of this township, there being very little good land or timber in it.

The entire township has been burnt over, leaving, with very little exception, only the dead pine trees standing, and the rock in many places exposed for long distances.

The surface, generally, is rocky and hilly, with clay soil in the valleys. There is no large tract of good land in any one place. There is a chain of lakes running across concessions two and three, between which there are some fine beaver meadows producing very tall grass.

There are also a number of swamps that may in time become good grazing land. Over almost the entire area a thick growth of white birch, poplar, pitch pine, spruce and balsam, has sprung up. Here and there a few green pines are standing, but of no great value.

The Veuve River, along which the Canadian Pacific Railway runs, is quite small, being only a few feet wide in the west part of the township, The Wahnapitae River, flowing south-westerly through the north-west angle of the township, is a fine stream about two chains in width and of considerable depth; and there is a fine mill privilege on it a few chains down stream from the west boundary. The rock in this township is granite, and no minerals were met with. The variation of the needle was found to be six degrees west.

Herewith I submit plan and field-notes of survey, with timber map, showing also the boundary between the Townships of Appelby and Hawley.

I have the honor to be, Sir,
Your obedient servant,

A. Niven,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 30.)

DISTRICT OF NIPISSING.

Township of Neelon.

Toronto, Ontario,
September 7th, 1883.

Sir,—I have the honour to report that in obedience to instructions received from the Department of Crown Lands, and bearing date May 17th 1883, I have made a survey of the Township of Neelon in the District of Nipissing, subdividing it into lots of three hundred and twenty acres normal area.

The plans, field notes, and accounts for said survey I have the honour to enclose herewith.

In making the survey I have endeavoured to conform as closely as possible to the "General Instructions," and to the special instructions received.

I began my survey at the post, at the south-west angle of the Township of Dryden, and ran due west, astronomically, a distance of six miles to the south-west angle of my township,; thence north, astronomically, for my westerly boundary, closing this line on a post planted by Provincial Land Surveyor Bolger, on a course west, astronomically, and at the distance of six miles from the north-west angle of said Township of Dryden.

My west boundary chained about three chains over the six miles, showing a divergence between the north and the south boundary, as well as a discrepancy in the chaining of the east and west boundaries.

This distance is not very large, however, when the rough nature of the country is taken into account. (I did not chain the east boundary.) Good substantial posts were planted in every instance, surrounded in the majority of cases by a cairn of stones.

From an agricultural point of view the Township of Neelon is an inferior one; not more than one-fifth of its surface being arable land, or even capable of becoming pasture land. The areas where soil is found are on lots eleven and twelve, in concessions numbers three, four, five and six, with parts of lots number ten, concessions five and six, and in small irregular valleys or flats, in other parts of the township.

The soil, which is in general comparatively free from boulders is for the most part a light-coloured clay, and capable of yielding only very poor crops in its unimproved condition. It would doubtless furnish excellent material for the manufacture of bricks and earthenware. In the burnt parts, however, where the nature of the soil was most readily observed, it has been deprived of a very important element in the burning off of the surface-coating of vegetable mould, which otherwise, being incorporated in cultivation, in the clayey subsoil, would tend very materially to alleviate its heavy sodden condition, and improve it in every way.

But even when in possession of all its natural resources, it will prove an untractable kind of soil, and will not be adapted to an extensive range of crops. Notwithstanding this, however, the available lots will no doubt all be taken up at an early date, owing to the township being crossed by the Canadian Pacific Railway, and a good waggon road, which has been constructed alongside the railroad, will afford additional convenience to actual settlers.

The timber may be very shortly described: As about four-fifths of the township has been swept by fire about eight or ten years ago, much valuable pine timber was thus destroyed. The new growth that has succeeded the original forest is chiefly poplar and white birch. The green woods contain some fine cedar, spruce, tamarac, white birch, &c., and in some places some very good pine,—notably on the north side of the large lake, on the west boundary, and along the north boundary of the township. In one or two places a few trees of yellow birch and of sugar maple were observed.

The surface of the township, except in the north-western part, is broken and uneven, with rocky hills and masses of gneiss; the south-eastern portion especially is of a very rugged and barren character with but few patches of soil.

The rock is chiefly reddish-coloured gneiss, owing to the colour of the component feldspar; the mica is in small proportions producing a hard compact rock which is but slightly affected by weathering.

A belt of hard and compact bluish grey-coloured hornblendic gneiss extends across lots numbers five and six, in concession number four, and lots number three and four, in concession five.

The strike of strata throughout is generally south-west and north-east and the dip south-east, the angle of dip being generally pretty large. An axis of a shallow synclinal crosses lot three, on concession number two.

Glacial action is evident in the cutting out of valleys and gullies, the rounding and scratching of rock surfaces, and in the deposition of the clay, as well as in the presence of boulders in many localities; the boulders, as far as observed, were of merely local origin.

The large lake on the west boundary is said to contain lake-trout, in addition to the

more common bass, pike and pickerel, the other lakes, as well as the Wahnapitae River, contain bass, &c. All these waters are of the usual dark colour, common to the lakes and streams in this region.

With regard to game, moose appear to be somewhat plentiful, and there are a few red deer; black bears are quite numerous, and on nearly all the streams fresh marks of beaver were seen, and a trapper informed me that quite a large number of beaver skins were secured in this neighbourhood last winter and spring, a few white-headed martin also were caught, as well as otter, mink, and muskrat, fisher and lynx, and one or two wolverines.

Wolves seem to be altogether unknown or met with only at long intervals.

As will be seen by the map, and as already indicated, the Canadian Pacific Railway crosses the township, and the work of construction is now in progress.

All of which is respectfully submitted.

I have the honor to be, Sir,
Your obedient servant,

(Signed) JOHN MCAREE,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 31.)

DISTRICT OF ALGOMA.

TOWNSHIP OF MCKIM.

PENETANGUISHENE, ONTARIO,
October 16th, 1883.

SIR,—I have the honour to submit the following report of the survey of the Township of McKim, instructions for which were received from your Department on the 18th day of May last.

I left Penetanguishene per steamer "Northern Belle" on Thursday morning, the 21st day of June, and reached the mouth of French River early in the afternoon of the same day. I was detained at this place several days procuring canoes, and did not reach my starting point until the 5th day of July.

I commenced my survey at a post planted by Provincial Land Surveyor John McAree at the south-east angle of McKim, and having taken the necessary meridian observations, I commenced the survey of the south boundary, and ran it out six miles to the south-west angle of the township, this point coming in a lake I was unable to start the west boundary from it.

With the exception of a small patch in the north-west corner and another small area on the east boundary, the whole of the township is completely divested of timber, the bush fires having made a clean sweep of every bit of vegetation. The timber remaining in these parts above-mentioned consists of hemlock, spruce, poplar, white and red pine, and black birch. The pine is of a fair size and sound. Very little arable land was met with, the greater portion of the country being rough and rugged in the extreme; cut up by high hills with swamps intervening. The rock is principally granite and gneiss, the latter being of the ordinary micaceous character.

No economic minerals of any kind were met with.

The variation of the needle was uniform throughout the township, averaging 5° 30′ west. Patches of good land, consisting of rich, sandy loam, were met with occasionally. Along the line of the Canadian Pacific Railway some flats of good land were found. Settlers will, no doubt, soon occupy the portions contiguous to the line of railway, as many facilities will be offered to the farmer to get his produce to market. A nucleus of a town

has already been formed at Sudbury Junction, where the Railway Company have erected about a dozen houses.

The Canadian Pacific Railway Company have made quite an extensive clearing at Sudbury Junction. I have laid down its position on the map. The best land met with in the township is in the vicinity of the junction. There is some excellent farming land met with here.

I have the honour to be, Sir,
Your obedient servant,

(Signed) FRANCIS BOLGER,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 32.)

DISTRICT OF ALGOMA.

TOWNSHIP OF SNIDER.

BERLIN, ONTARIO,
October, 24th, 1883.

SIR,—I have the honour to submit to you my report of the survey of the Township of Snider, in the District of Algoma, surveyed in obedience to your instructions, dated the 17th day of May, 1883.

I started from Berlin on the 10th day of July, and reached Collingwood on the afternoon of the same day. Next day I proceeded from Collingwood by boat to Spanish Mills, thence on a tug up the Spanish River to Spanish Landing, and thence on Canadian Pacific Railway teams for fifty miles along the cadge road. I reached the south boundary of the Township of Snider on the 17th day of July, which I found already run by Provincial Land Surveyor Burke, whom I had the pleasure of meeting on my way through the Township of Waters, and by whom I was informed that he had just completed the survey of the Township of Waters, and had planted corner-posts at the north-east and north-west corners of his township.

I took Mr. Burke's post at the north-east corner of Waters to be the south-east corner of Snider, considering both, as a matter of course, to be identical. After having planted the mile post between lots numbers two and three, on the south boundary of Snider, and taken an astronomical observation, I ran from the post a line due north, astronomically.

I worked westward and northward, and after reaching the north-east corner of the township, and producing all the concession lines east to the western boundary of the Township of McKim, run by Provincial Land Surveyor F. Bolger, I found lot number one in each concession to be about fifty-five chains wide, instead of forty, and the south-west corner of McKim, about fifteen chains farther east and about five chains farther south than the north-east angle of Waters.

In the survey of Snider I found no rivers at all, only a few small creeks, and their waters for the most part were of a darkish colour, sluggish in their course, and others sinking into the ground, or terminating in some swamp, marsh or lake. I found a number of small lakes, but only two of any considerable size—Meat Bird Lake, in the south part of the township, and White Water Lake in the north part of it.

The shores of Meat Bird Lake are rugged and steep, its water deep, and of a darkish colour and insipid taste. In White Water Lake the water is sweet and clear, it has for the most part a sandy beach, gradually deepening as you recede from the shore.

From the south boundary northward about the third part of the township has been overrun by fires, and the timber on it almost altogether destroyed, with the exception of the dead pines still standing, which are almost useless.

There is considerable timber, consisting of red pine, white pine, cedar, tamarac, spruce, poplar and white birch, the most of which would be fit to be used either for lumber, building timber, telegraph poles, railway ties, fencing, etc., distributed over parts of the rest of the township, especially in the region of White Water Lake.

The Canadian Pacific Railway Company have made a good waggon road about half a mile in length to White Water Lake from the railway, which, in connection with the water communication on the lake, would render a large portion of these timbers easily accessible.

I did not meet with any valuable minerals in the course of my survey.

The country generally consists of rocky ridges and bluffs, swamps and marshes, with only here and there a small piece of good land interspersed, and these, as a general thing, so isolated and hemmed in as almost to be rendered inaccessible. There is some good land along White Water Lake, especially on its north shore, in the north-west part of the township, and along the Canadian Pacific Railway, but on the whole the land of the township cannot be considered as well suited for farming purposes.

There is no part of the township occupied by squatters.

I have the honour to be, Sir,
Your obedient servant,

(Signed) ISAAC L. BOWMAN,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 33.)

DISTRICT OF ALGOMA.

TOWNSHIP OF WATERS.

INGERSOLL, ONTARIO,
September 15th, 1883.

SIR,—I have the honour to submit to you my report of the survey of the Township of Waters, in the District of Algoma, surveyed according to your instructions, bearing date the 17th day of May, 1883.

From Collingwood I proceeded by boat to the mouth of French River, thence up the Wanapitae River and chain of lakes to Long Lake, where I found P. L. S. Salter's Base Line; from this I followed it eastward, until I found a post marked LIV. miles, which post you instructed me would be the south-east corner of my township.

From this post I retraced said Base Line, using it as the Base Line for my township, laying off the lots forty chains, in width. Lot number one varies in width from south to north, on account of my east boundary bearing slightly to the east of true north, in order to strike the north-east corner of my township, which is also the south-east angle of the Township of Snider. Lot number ten also varies a little in width.

From my south boundary I worked northward, retracing Provincial Land Surveyor Salter's Principal Meridian (which is my west boundary) as I proceeded; this I found somewhat difficult to do in the northern part of the township, as it has been overrun by fire, some of it the second time, thus destroying nearly every trace of the line; succeeding, however, in tracing it, I failed to find his post marked VI. miles, which you instructed me would be the north-west angle of my township. I made diligent search for it for some time with my men, and had the assistance of an Indian, well acquainted with that part of the country, and who saw the post when the woods were green, but was unable to find it now: it has no doubt been destroyed by the fires. I therefore planted a post at my

sixth mile, which I took for the north-west angle of my township; in Provincial Land Surveyor Salter's Meridian I found a slight bend about the fourth mile.

I made a survey of all waters within my limits, there being several lakes of considerable size, the larger ones of which, however, are only partly included in my township; there are also numerous creeks, mostly of small size, the water of these lakes and creeks is dark colored, with the exception of White Fish Lake, which is very clear. The greater portion of the township has been overrun by fire, some of it the second time, and the timber nearly all destroyed. There are a great many standing dead pines in some parts which might be utilized for various purposes, but not in sufficient quantities or of such a quality as to be of much consequence, commercially. The only green bush in the township is a small portion of the south-east corner, and a narrow strip along a creek towards the north-east; in these is a considerable amount of good pine, but as the extent of territory covered by it is so small, it would not be likely to pay for the taking of it out. The remainder of the timber would not be considered valuable, as it consists chiefly of spruce, cedar, tamarac, small maple and white birch. Where the fire has not passed over the second time, there is a good deal of second growth poplar and birch; that portion which has been burned twice is pretty clear, being covered only with small shrubs and bushes.

I saw no valuable mineral, although some slight traces of iron were to be seen in some places; along the line of the Canadian Pacific Railway the land is good, consisting of a clay loam, and in some places level, but it does not extend on either side of the railway to any extent. Throughout the township there are some clay flats, which, although good land, can hardly be available for farming purposes, on account of their being so isolated and surrounded by rocky country; even along the Canadian Pacific Railway there would not be enough land for a settlement. On the whole the township is very rough and rocky, and could not be considered a township suitable for farming purposes; a small farm could be picked up here and there. The rocks or of a granitic formation. This will be easily accessible by the Canadian Pacific Railway, which runs diagonally through it.

I have the honour to be, Sir,
Your obedient servant,

(Signed) W. R. Burke.
Provincial Land Surveyor.

The Honourable T. P. Pardee,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 34.)

DISTRICT OF ALGOMA.

Township of Graham.

Whitby, Ontario,
October 27th, 1883.

Sir,—I have the honour to submit to you the following report of the survey of the Township of Graham, in the District of Algoma, surveyed by me according to your instructions bearing date the 17th day of May, 1883.

From Collingwood I went to French River, and proceeded thence with canoes by Wahnapitæ River and Long Lake to White Fish Lake, where I found Salter's base line.

After having obtained an observation of Polaris, I produced this line due west, using it as my base line. By trigonometrical calculations I ascertained the distance on this base line and on the meridian, from the intersection of Salter's base line with his first "Principal Meridian," to the shore of the lake, and laid off the lots forty chains in width,

making the concessions eighty chains in depth. I worked northwards and finished the survey at the north-west angle of the township.

The first and second concessions are very much cut up by lakes, and the Vermillion River, which in many places expands into small lakes, occupies the west side of the township.

I made a micrometer survey of both the river and lakes.

The Algoma Mills branch of the Canadian Pacific Railway runs almost straight across the township, only crossing one concession line; and, stretching from one to two miles on each side of the railway line, is a belt of good land. The soil is mostly heavy clay, but varies in some places to light and sandy. The situation of this belt will make it easily accessible to the settler, while it will afford him a good opportunity to dispose of his produce.

The remainder of the township, although containing some good land, cannot be said to be fit for farming purposes, as the good land is only in isolated patches, the country being rather rocky.

The whole township, with the exception of the land immediately surrounding White Fish Lake, and a small portion of the fifth and sixth concessions, has been burnt, and the timber all completely destroyed,

The amount of pine and other marketable timber in the unburnt parts is only very small. I saw no traces of valuable minerals that I could detect.

At White Fish Lake, just outside of the township, there is an Indian village or settlement, and on that account the fish in the lakes are not numerous, and the country being so badly devastated by the fire, there is very little game of any kind in it, so that the sportsman would not find it a very inviting place.

At the foot of a falls, where the railway crosses the Vermillion River, is pleasantly situated a large railway camp, the Syndicate having a store and offices there. I was informed at this place that the engines were running within forty or fifty miles on each side of the camp, and, as the work is being pushed foward with a great deal of energy all along the line, it will not be long until the railway is open for traffic.

On the west shore of White Fish Lake the Hudson's Bay Company have a very neat little post, under the very efficient care of Mr. Thomas B. Ross, who has had some clearings made in the vicinity in the name of the company. Other than the Hudson's Bay Company, there are no settlers in the township.

I have the honour to be, Sir,
Your obedient servant,

(Signed) W. O. Johnston,
Provincial Land Surveyor.

The Honourable T. P. Pardee,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 35.)

DISTRICT OF ALGOMA.

Township of Merritt.

Toronto, Ontario,
November 5th, 1883.

Sir,—I have the honour to transmit herewith field-notes, etc., of the survey of the Township of Merritt, in the District of Algoma, performed in accordance with instructions, dated Toronto, the 4th day of July, 1883, and beg to report as follows:—

On the 20th day of July the survey of the township was commenced, by retracing

the east boundary, as surveyed by Provincial Land Surveyor W. Beatty, in 1871, from the Spanish River, southerly to the south-east angle of the township, being my point of commencement as per instructions.

I then, at the distance of eighty chains northward from the said south-east angle, ran due west, astronomically, for the front of my second concession, planted durable posts at their proper places, and in a similar manner continued to survey the several concessions and side lines as indicated by the red lines on the projected plan.

The east and south boundaries were retraced and reblazed.

This township is unsuited for settlement, the land fit for agricultural purposes being only in two or three places in sufficient quantity to make it worth the cultivation.

The soil in northerly half of the township is a coarse red sand, that part lying to the north of the Spanish River being burnt, and covered with second growth poplar and birch, and a few Norway pine.

To the south of the Spanish River, in concessions four and five, the timber is Norway pine, cedar, spruce, and an occasional white pine. The only timber fit for lumbering is in the vicinity of the first falls on the Spanish River.

The little good soil, clay loam, to be found is in the south part of the township, but this part is so broken with rocky ridges and swamps, that the construction of roads would be almost impossible. There are also numerous lakes. The timber on this part of the township is principally birch, tamarac, cedar, spruce, and an occasional white pine.

Nearly one-tenth of the area of the township is covered with water.

The lakes are generally surrounded by rocky shores, and the water very deep and of a superior quality. Fish abound in them, such as black bass, muskalonge, pike and pickerel.

The Spanish River, running through the north portion of the township, has a rapid current, with banks averaging about forty feet high. The water is of a dark brown colour.

No indications of the presence of any minerals were observed, the principal rocks being trap and granite.

The Canadian Pacific Railway (Algoma Mills branch) runs through the north-west corner of the township.

I have the honour to be, Sir,
Your obedient servant,

(Signed), THOMAS B. SPEIGHT,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 36.)

DISTRICT OF ALGOMA.

TOWNSHIP OF HALLAM.

COLLINGWOOD, ONTARIO,
December 1st, 1883.

SIR,—I have the honour, in accordance with instructions dated the 17th day of May, 1883, to submit the following report on the survey of the Township of Hallam, in the District of Algoma.

I commenced the survey by retracing the old lines bounding this township on the west and south sides. I then chained northerly along the west boundary of Hallam, from the intersection of these two lines to the old post planted at the north-east angle of the Township of May, planting posts at each mile across the five concessions, and leaving the overplus on concession six.

I then continued the survey east, till I reached the east boundary, which had been by that time partly run by Mr. Speight, as the west boundary of Merritt.

The township is cut by the Spanish River, which flows in a westerly direction, entering it on concession five on the east, and crossing the west boundary on concession four.

This river deserves special mention, as being the finest stream to be found anywhere along the north shore of Lake Huron, being navigable for steamers from its mouth to the first falls in the Township of Merritt. During the past season two tugs towing barges, and also a larger steamer, have plied regularly on this tream in connection with the construction of the Canadian Pacific Railway, which runs near the north side of the river, and is now completed across this township.

The only other streams deserving of mention are La Cloche Creek, flowing through the southerly part of the township, and Birch Creek, flowing southerly, and emptying into Spanish River.

This stream is the outlet of Birch Lake, which lies north of this township. Neither of these streams is navigable, but the latter has been made servicable by the Spanish River Lumber Company, and is used in running their logs, and with considerable labour the former might be made useful for a similar purpose, if sufficient timber could be found near it to warrant the expenditure.

There are no lakes of any considerable size in this township.

The timber on the south side of the Spanish River has mostly been destroyed by fires. Only a small quantity is now left of what must have been not many years ago a large extent of good pine. The surface is now generally covered with a thick second growth of small poplar and birch on the high land, with willow and black alder in the ravines. On the north side of the river the fires have not been near so destructive, and a considerable quantity of pine, birch, maple, balsam, cedar, etc., still remains. On both sides of the river the township is very much broken by mountains of rock which rise in every form, after presenting precipitous sides, with no regular outlines. No economic minerals were met with in this township.

The soil in the valleys on the south side of the river is generally sandy, though in a few cases clay and sandy loam were met with of a fair quality. On the north side there is a fair percentage of what might be called arable land, the subsoil being clay, with a covering varying from four to twelve inches of sand. On the whole I would not calculate on more than twenty per cent. of the total area as fit for agriculture.

The Spanish River Lumber Company have made some improvements, and erected several buildings in connection with their lumbering operations, on lot six in the sixth concession on the north side of the Spanish River, and the Canadian Pacific Railway Company have built quite a village on lots numbers two and three in the fifth concession on the same side of this stream.

I have the honour to be, Sir,
Your obedient servant,

(Signed), E. Stewart,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 37.)

DISTRICT OF ALGOMA.

Township of May.

Collingwood, Ontario,
December 1st, 1883.

Sir,—I have the honour, in accordance with instructions, dated the 17th day of May, 1883, to submit the following report on the survey of the Township of May, in the District of Algoma:—

Having completed the survey of the adjoining Township of Hallam on the east, I adopted the posts previously planted on its west boundary as starting points for my concession lines, and worked westerly across the township. I retraced and adopted the old lines which I was instructed would be its boundaries. This township is very similar in its physical features to the Township of Hallam.

The Spanish River crosses the east boundary on concession four, and flows south-westerly, leaving it near the line between concessions one and two.

La Cloche creek flows through the southern portion of the township in a westerly direction, and the Sable River from the north-west cuts a small portion of lot number twelve in concession two, where it empties into Spanish River.

There are a few lakes on the north side of the Spanish River, but of no great extent. Bush fires have been even more destructive in this township than in Hallam. On the south side of the river scarcely any large green timber remains, and on the north side its ravages have also been considerable, though not nearly so great, there being still left numerous belts of very good timber, a fair percentage of which is pine of a merchantable quality.

The surface of the whole township is very broken by irregular hills or mountains of rock, varying in height from fifteen or twenty to two hundred feet. The soil in the valleys is, however, where not stony, in many cases of a fair quality, consisting of a sandy loam, and in some cases of clay. The largest unbroken extent of good land is found near the south-west part of the township, where about one thousand acres of unbroken good land was met with, entirely devoid of timber, as a result of the extensive fires that have swept over this section.

I would estimate that about thirty per cent. of this township is fit for cultivation. While I was engaged on the survey, one Horace Besaw with his family settled on lot number eleven, in concession two. He has built a good log house sixteen by sixteen, and made a small clearing and is evidently a *bona fide* settler.

No minerals worth mentioning were met with during the survey.

The Canadian Pacific Railway is now completed through this township, and follows, as will be seen by the map, very near to the north side of the Spanish river.

I have the honour to be, Sir,

Your obedient servant,

(Signed) E. Stewart,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 38.)

DISTRICT OF ALGOMA.

Township of Shedden.

Lyn, Ontario,
February 24th, 1883.

Sir,—Under instructions from the Department of Crown Lands, dated Toronto, 15th May, 1882, I have the honour to submit the following report of the survey of the residue or northerly part of the township of Shedden, in the district of Algoma :—

I proceeded to Toronto on the 4th day of July, thence to Collingwood, and, after being detained about two days, we sailed for Algoma Mills, where we arrived the following Monday evening. Here we were detained again till Friday, when I procured a passage on board a small steam tug, and proceeded about twenty or twenty-five miles east to Dollars Bay on the main lake, and close to the Algoma Mills branch of the Canadian Pacific Railway. Here I was able to procure quarters at one of the railway camps for about two weeks.

Having instructions for the survey of the Township of Lewis, bearing even date with those for the residue of Shedden, and having ascertained and retraced the old line from Serpent river, north along the western boundary to the north-west corner of section nineteen in Shedden, and having taken the necessary observations for the survey of the Township of Lewis, adjacent to the said north-west corner of section nineteen,—I commenced the survey of the residue of Shedden by opening out, retracing and chaining the old concession line easterly, as run by Provincial Land Surveyor Salter. As I was situated, with poor health, I found it quite impracticable to reach the eastern boundary to commence the survey. From my chaining along Provincial Land Surveyor Salter's old line across sections nineteen and twenty, in front of the fourth concession, according to the old posts which I found, I ascertained they fell a little short. Presuming that the remainder of the distance to the eastern boundary (which subsequently proved to be the case) would fall proportionately short,—I assumed these old posts as corners between lots numbers ten and eleven, and between lots numbers eight and nine, and ran the side lines between lots ten and eleven, and eight and nine, from said posts north, through the fourth concession.

I then proceeded with the survey by working easterly, although I ran nearly every concession line from east to west. The side lines were run from south to north, and, though the country was very ledgy and broken, I made good running and satisfactory intersections. I deemed it advisable in most cases not to alter the intersections of the lines as they were first run, and found to measure on the ground, and I have entered in my field-notes the distance and length of each line so run and chained to their several intersections.

Some of the lakes I traversed by running base lines and scaling carefully with my chain around their shores. The waters of the north branch of Serpent River I carefully triangulated with my theodolite, by setting pickets at all the points and bays along the shores and turning angles from point to point, and keeping a close connection, and afterwards sketching in the margin of the shore between the various points. This part of the township, like the Township of Lewis, is very broken and rocky. It is also much cut up with small lakes and the waters of the north branch of the Serpent river, which takes a very winding and circuitous route, and branches out into almost every imaginable shape.

Like the Township of Lewis, nearly the whole of this part of the Township of Shedden has been burned over, and the most of the original timber destroyed. There are a few small tracts or blocks which have escaped fire, and the original timber is still standing.

These are mostly in the easterly portion of this part of the township. Some two or three of these tracts in the more central part are timbered mostly with hardwood, consisting of birch, maple, and hemlock. In the more easterly portions the timber is chiefly pine, hemlock, balsam, and birch. These tracts in all only embrace a few hundred acres. The largest island on the waters of the north branch, on lots numbers eleven and twelve in the fifth concession, has also escaped the fire. It is rocky, but is pretty thickly timbered with pine, hemlock, spruce, and white birch. The timber is small and not very valuable for lumbering purposes.

There is no peculiarity about the rocks and ledges of this part of the township. They exhibit a very uniform appearance, and are very similar to those of the Township of Lewis.

We met with no indications of mineral ore, and very little or no local attraction of the needle. The compass, consequently, worked very satisfactorily.

The shores of the lakes and waters of the north branch of Serpent River are generally bold and rocky, the waters generally deep. There is on the east side of lot number ten, in the fifth concession, on the north branch, falls of about six and a half feet, which afford a very desirable mill site. From its position and natural advantages, it forms one of the best mill sites ever met with in any locality.

I found in the easterly and north-easterly part, some tracts of better land than elsewhere in the township, or in the Township of Lewis. The soil on the higher land was found to be a dark or sandy loam. In the lower or more level portions the soil was a whitish clay, or clay loam. In the swales we frequently met with tall rank grass of very good quality.

There is very little game of any kind, and but few fish. Two or three bears were seen, while at work, in the easterly part of the township.

There were a few signs of beaver, but none seen.

There are no settlers in this section of the township,

Poor health prevented my being able to lead the work all the time, though it was all done under my close supervision. I was able to do all the triangulating of the waters myself.

Where practicable, I conformed closely to the instructions transmitted for my guidance.

I have the honour to be, Sir,

Your obedient servant,

(Signed) Henry Lillie,
Provincial Land Surveyor

The Honourable T. P. Pardee,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 39.)

DISTRICT OF ALGOMA.

Township of Lewis.

Lyn, Ontario.
February 24th, 1883.

Sir,—Under instructions from the Department of Crown Lands, dated Toronto, 15th May, 1882, I have the honour to submit the following report of the survey of the Township of Lewis, in the District of Algoma.

I proceeded to Toronto on the 4th day of July last, where I procured most of my supplies, and being met by my party, I took train on the 6th day of July for Collingwood. Here I procured the remainder of my supplies. We were detained here for nearly two days before any steamer would sail for the north shore of Lake Huron.

On Saturday evening, the 8th day of July, we sailed from Collingwood, and after a long passage we reached Algoma Mills on the following Monday evening. Arriving here

I found I had been misinformed as to the nearest point to land to enable me to reach my ground most readily. I was necessarily detained here for over three days before I could procure any means of transport, when I engaged a passage on a small steam tug, and proceeded some twenty or twenty-five miles east, and landed at what is called Dollar's Bay, on the main shore. At this point I was close to the Algoma Mills branch of the Canadian Pacific Railway now being built near the shore of Lake Huron. I soon ascertained that I was now about two miles south of Serpent River, and from the maps furnished by the Department, I believed I was near the western boundary of that part of Shedden already surveyed. I had made diligent inquiry, but failed to procure any definite information which would give me any clue to any posts or lines which I wished to find. After a fruitless search for several days, and owing to the burned state of the country, I thought it useless to search further. Continuing my inquiry, I learned that a man by the name of Besaw, living on Serpent River, might be likely to give me some information, I proceeded at once to his place, a distance of about five miles. He informed me that he had heard there were several Indians living at the Indian village some eight or ten miles west, who had assisted to run lines somewhere up the Serpent River. I immediately engaged this man and sent him to the Indian village, where he procured two Indians who had assisted in the survey of the front part of Shedden. They came the next day and met me at the most available point, and then proceeded for nearly two miles up the Serpent River. They soon found the concession line a short distance north, and after about one hour's search, one of them found the old post at the south-west corner of section nineteen, in Shedden. The post was very much charred, and the numbers entirely defaced. I was extremely pleased with the result, as this gave me a starting point, which I had spent much time and trouble to find.

I commenced the survey of Lewis by opening out and retracing the old line along the western boundary from Serpent River north to the north-west corner of section nineteen in Shedden. Finding the course of this line, by my compass, to be quite satisfactory, and being unable to get an observation for some days, I assumed it as the governing course for my work. I first ran the boundary line between the Townships of Lewis and Shedden, through the fourth concession, then ran the line between the third and fourth concessions westerly, to side-line four and five. Also ran side-lines two and three, and four and five, through the third and fourth concessions.

On the 3rd and 4th of August, 1882, I took observations of the sun from which I computed the latitude of the place, and of Polaris for azimuth. I then laid off a meridian and, applying the course to the said boundary and to the line between the third and fourth concessions already run, I found their courses to prove quite satisfactory. I then proceeded with the work by running the eastern boundary, and the side-lines, north, and the concession lines west, throughout the entire township.

I traversed Serpent River and most of the lakes by running base lines and scaling carefully with my chain along the shores of these waters. Two or three of the lakes were carefully triangulated with my theodolite. The township is very broken with rocks and ledges, and much cut up with small lakes, interspersed with a few valleys and swamps, nearly the whole of which has been burned over. The original timber has been entirely destroyed. There were only a few small strips or tracts of the original timber met with in the township.

These were mostly along and in the vicinity of the western boundary. Where there is sufficient soil on the upland it is now covered with a second growth of poplar, white birch, black oak and dwarf cherry. In the low ground it is grown up to alder, willow, and small tamarac. There are some small tracts of very good upland, the soil being mostly a loam. In places I met with considerable swales, which had been originally tamarac and cedar swamps. These are generally free from stone, and the soil a clay loam.

The geological features of the township are but little worthy of notice. The rocks and ledges are chiefly of the Laurentian formation, and have a very uniform appearance over the entire township. In many places the rocks had very much the appearance of the common granite. We met with frequent small veins of white quartz, interwoven among some

of the more solid rocks. There were no indications of mineral ore, and little or no local attraction of the needle. The compass worked very satisfactorily. The shores of the lakes were generally bold and rocky; where bordered by swamps the shores were low and marshy. Serpent River, bounding the township on the south, is a stream of considerable size, varying in its general width from two to three chains. It spreads out into quite a lake in front of lots numbers four, five and six. There are two pretty heavy falls; one at the south-east corner of lot number eight, of about nine or ten feet; and the lower falls, in front of lots number ten, from seven to eight feet. These afford desirable sites for milling and manufacturing purposes. The north branch of Serpent River which forms a junction with the main river on lot number three is also quite a large stream, consisting of almost a continued series of rapids and falls to where it branches out into a lake near the line between the third and fourth concessions; some of these falls are very heavy, varying from fifteen to thirty and forty feet.

There is no game except the common partridge. The original forest having been destroyed by fire, the most kinds of game do not find the usual and natural shelter and home congenial to them.

Fish are also scarce. We saw but few in any of the waters. The waters of the lakes and of the north branch of Serpent River were clear and good. Those of the main river were dark and not so sweet.

The Lumbermen, Cook Bros., commenced operations in October last, and erected a large lumber shanty on the east side of the north branch, on lot number one, in the third concession, and intend building extensive slides on the north branch for lumbering purposes, during the present winter, which are estimated to cost many thousand dollars.

There is but one settler, or squatter. His name is Augustin Beesaw. He has squatted on lot number eleven, on the second concession on Serpent River. He has cleared about two acres on this lot, and has erected a new block-house. He has also taken up lot number ten in the same concession, on which he has commenced some improvements. He claims both these lots, together with the mill site.

I should here remark that, having carefully traversed the north side of the Serpent River, and ascertained its width at various points, and also determined the south shore, I have made my survey and computed the area to the centre of the river.

I have the honour to be, Sir,

Your obedient servant,

(Signed), HENRY LILLIE,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(APPENDIX No. 40.)

REPORT

ON

COLONIZATION ROADS

FOR THE YEAR 1883.

To the Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Ontario.

SIR,—I have the honour to lay before you the annual report of road and bridge works which have been carried on under the management of the colonization roads branch of the Crown Lands Department during the year 1883.

The season just past was, unlike that of the previous year, an unusually wet one, and therefore unfavourable to road making; also, the high wages paid by the Canadian Pacific and other railways induced the settlers to seek employment away from home upon these lines, and the price which had to be paid for men to work upon colonization roads was thereby largely increased.

As regards the character of labour performed, I would explain that on main leading roads a more permanent and therefore more expensive class of work has been made than formerly, by using greater quantities of broken stone, without which anything like a lasting road-bed cannot be secured; and I may here mention, as one of this class, the Rosseau and Nipissing road, which leads from the headwaters of Lake Rosseau in the Muskoka District northerly through the heart of the Parry Sound district, to and beyond Lake Nipissing. On this highway a considerable sum of money has been spent and some excellent work accomplished, but still requiring a considerable amount to continue the repairs and make it adequate to the heavy traffic upon it.

The operations of the year have been generally satisfactory, the detail of which, with summary of expenditure, is as follows:—

NORTH DIVISION.

1. BRUCE MINES ROADS.

The following works, being in the Bruce Mines district, were, from the reports, satisfactorily performed:—*Galbraith Road*, of which 3 miles were made, including 3 bridges having a collective length of 156 feet, was begun on the town line of Rose and Galbraith, and produced north-easterly into the latter township, at a cost of $875.

Lefroy Road, running through Kirkwood, Day and Gladstone, was increased in length 13½ miles, passing Day mills, and on as far as Mississaga river in the Township of Gladstone. The expenditure was $2,252.97.

The *Port Finlay Road* is another important one which up to the present time has been made jointly by the Dominion and Ontario Governments. This season, however, the Indian department at Ottawa refused to spend any money upon it, so that the whole cost this year was borne by Ontario. In addition to the road made, a bridge was built over Barr river costing in the vicinity of $500, the expenditure on the road and bridge being $1,241.70. A report has not yet been received.

Tarbutt and Bruce Mines Road is one extending from Bruce Mines westerly to the Township of Tarbutt to unite with the Port Finlay road. The work was commenced in two sections, from each end, and 7 miles of the whole length opened, leaving yet about 4 miles to complete the connection. The inhabitants turned out and gave 180 days gratuitous labour, so anxious were they for the road. The expenditure was $2,070.81.

McPhee's Valley Road is another work 1½ miles long, which cost $200 to repair, including repairs to a bridge in Coffin, and other repairs upon some hills.

Lake Shore Road, east of Bruce Mines, was for the sum of $350.40 chopped out 40 feet wide and graded 2½ miles.

Coffin, 10th and 11th Con. Road, from the government road northerly, was for $311.90 made to the 3rd concession and from that point westerly, in all about 2½ miles. In this case also the residents gave a good many days' work gratis. A job at $50 was given out for the crosswaying of 20 rods on the town line between Day and Bright, which is said to have been satisfactorily done, and about the same time another job was given for the opening of the side line between lots 5 and 6 of Coffin Additional township from the Great Northern road, length ¾ mile. The cost was $130, as per voucher given. Again ⅝ of a mile of road, including 20 rods of crosswaying, was given as a job for the sum of $50, the work being opposite lot 5 in the 5th concession of Johnston.

McPhail's Valley Road and *McBeth's Bay Road* are two works of 3 and 1½ miles respectively, which were performed by overseers, the first-named costing $300.67 and the latter $252.87.

Grants were also given and expended in building a bridge over the Thessalon river called Dempster's, and which had been a matter of complaint and correspondence for two years; it cost $537.96. Another bridge over the same river, *Clark's Bridge*, and a third over a stream near lots 6 and 7, concession 4, of the Township of Plummer, were repaired at a respective cost of $150 and $107.

On the *Great Northern Road* repairs were made over about 17 miles, between Sault Ste. Marie and Bruce Mines, the total cost of the work being $694.32. Included in the above is an outlay of $165.80 in making pretty extensive repairs upon the Garden River bridge on the same road.

Day (2nd con.) *Road* is a work of 1¾ miles, for which settlers were so anxious that they offered assistance gratuitously. $175 spent in making the road. $50 were given for the repairing of the bridge over Gosse's Creek, on the Thessalon road, about 5 miles from Thessalon. The work was chiefly in renewing the covering.

On the *Port Lock Road* some culverts and crosswayings had been washed away, which were replaced at a cost of $50.

Plummer and Lefroy Road, which is the boundary line between the townships, was opened ¼ of a mile—a contract for $100. Without this road the inhabitants could not get a threshing machine in or out.

Day Centre Road, or continuation of the Kirkwood road easterly, was made for ¾ mile, at a cost of $75, and ½ a mile of road through about the centre of section 28 from the old Thessalon road easterly, was let as a job for $50.

Basswood Lake Road. This was a job given to make 6 miles of a winter road about the lake for the sum of $150. It is not yet fully reported upon, but two overseers who have seen the work say it is well done and a good winter road secured. Repairs were made to some crosswayings on the Thessalon, costing $20, and on the *Bruce Mines Road*, near Ottertail Lake, a job given to fill up some very bad holes for the sum of $30.

Gladstone Road (1st con.), ½ of mile of new road made between lots 3 and 4. A job for $100.

2. Batchewaning Road.

Mr. D. Campbell, the overseer in charge of the expenditure for the past six years, reports upon this year's operations in effect as follows :—

"I began about 1 mile south of the boundary line between the Townships of Havilland and Tilley, and from thence I worked northward and westward to a point about three quarters of a mile east of the Chippawa river, the distance completed being 4 58-80 miles. As instructed, I chopped the road 66 feet wide and made the road better in other respects generally than I had done formerly, as upon this section there will not be any settlers for at least a long period, owing to the rough character of the country, and it was therefore deemed desirable to make such a road as would remain fairly good for some years."

The overseer says also in his report that while the district passed over this season is entirely unfit for agriculture, he is reliably informed that there is a large tract of good land extending from the Chippewa river on the east to Pancake Bay, and that if this latter point were reached with the road, a flourishing settlement would exist there within a short period.

3. In connection with the above I may here report the *Mamainse Road*, which is in reality the westerly end of the Batchewaning road, as when completed the latter will unite with the former ; 3 miles of this road were well opened during the season, and 3 more opened for winter purposes only. It begins 1¼ miles from the mines and runs south-easterly toward Pancake Bay, from which point it is possible to cross Batchewaning Bay and reach the end of the now opened road.

4. Barrie Island Bridge.

This bridge is now under construction. When completed it will connect Barrie Island with Manitoulin Island, and supply a want long experienced by the inhabitants of the former island, who have as yet no way of crossing but by water, which at all times is to them a dangerous undertaking, lives of people and horses having, I am informed, more than once been lost in trying to cross over.

The bridge will be, with its stone approaches at each end which are now built, about 1,050 feet long, the centre portion will be a pile structure forming spans or openings throughout of 16 feet ; a heavy pile-driver is now upon the ground, and the work is expected to be completed during the present winter.

The stone approach at the Manitoulin Island end is 150 feet long, and at the other end about 180 feet, and contain together about 1,100 cubic yards of stone. The estimated value of the whole work is about $4,000, which I believe will be its outside cost.

It is expected the Dominion Government will share the cost of this bridge to the extent of at least $1,000, perhaps one half.

5. Bury Road.

Which is through the Indian Peninsula in the County of Bruce, is made as a continuation of the Indian Peninsula road, which has been under construction for the past five years, and described in the annual reports. The final report is not yet in, as the work is still unfinished, and the exact quantity cannot therefore be stated.

6. Cockburn Island Road.

Five hundred dollars were granted for this road, together with a like amount from the Indian Department, and agreeably with the suggestions of the Deputy Superintendent of Indian affairs, the grant was handed over to be spent under the management and supervision of their agent Mr. Ross, who it is assumed has expended the money judiciously in making a road for the settlers upon Cockburn Island.

7. Killarney Road.

This work consisted in grading and ditching through the settled portion of Killarney, and planking the whole length with two inch material so as to form a permanent road or

walk, and thus secure to the people a road sufficiently elevated to be above the high spring freshets.

Manitoulin Island Roads.

The several works upon this island which are below reported consecutively, were all under the charge and oversight of Mr. J. D. Simpson, a man of large experience in public works, who has been in the employ of the Government for the past six years, and is one of the most competent men in the service. The works of the present season have been, I believe, well done as they have been in the past. They are as follows —

Bidwell 10th Side Line Road is a work 1½ miles in length, costing $450, and opens a road for settlers in the south-west portion of the township to Sheguiandah and Little Current.

Gore Bay and Providence Bay Road, which lies between the aforesaid waters, was repaired for 3¼ miles, and a branch of the same road, called by settlers the Long Bay branch, was chopped out and grubbed 3¾ miles. Again, ¾ mile was chopped on the 8th concession of Campbell to let some settlers out to the main road, this latter work involved the building of a bridge 150 feet long. The foregoing, with some other small works, sum up a length of about 5 miles of repairs, and nearly the same amount of new road, besides the bridge mentioned. Expenditure on the above is $1,225.

Lake Wolsey Road is another new work 4¾ miles long, and costing about $958. Operations began on lot 25, con. 6, of Mills, and were continued westerly to the 35th side road; thence northerly along the last-named road to the 7th concession, and thence again westerly to Campbell's Bay, where saw and grist mills are being erected.

Mudge Bay and South End Road was opened 1¾ miles, as a continuation of work begun in 1880. The road was formed, but so imperfectly that it was not travelable; $109 spent in this case.

Mudge and West Bay Road is from lot 21 to lot 26, along the 14th concession of Billings; and again up the road allowance between lots 25 and 26. The work was largely crosswaying and removing stones. Outlay, $700; and about 2 miles of repairs. Another road, *Mudge and Gore Bay*, which has been in course of construction for some years, was this season increased in length 2½ miles. It is now extended to lot 10, in the 8th concession of Allan. Expenditure, $628.

Mindemoya Road begins on lot 8 in the 7th concession of Carnarvon, and is made about the south end of the lake of the same name 2⅛ miles. It was understood at the time the appropriation for this job was made that the Dominion Government would grant another $1,000, but this was not done, and therefore only the Ontario grant of $1,000 was expended. The road is valuable to the people in Carnarvon, many of whom previously had to use water to reach a road.

Providence Bay Road, which is an old road, was repaired over 8 miles from Maniton River towards the bay, at a cost of $735, and another short road of 1 mile was made in the Township of Tehkummah, which is named *Russel's Road*, and upon which a bridge is also constructed over Black Creek, both works costing $143.09.

Sucker Creek Road is a small work on the 6th and 7th concession line of Howland, one mile long, between lots 16 and 21. It was so stony as to be unfit for travel. Outlay $122.50.

South Bay Road is between concessions 8 and 9 at Tehkummah. 1¾ miles were repaired, besides building a small bridge over Black Creek. This work cost $457.

Sandfield and West Bay Road. On this 1¼ miles were made, and 1 mile repaired. It now connects with a road in the Indian Reserve running to West Bay. This work cost about $270.

Ten Mile Point Road, which is the last work on the Manitoulin Island, includes the repairing of 2¾ miles from the line between lots 15 and 16, con. 12 of Sheguiandah, westerly to the village, and $100 granted to the municipality towards the construction of the road to Little Current, the total expenditure being about $420. All of the foregoing roads are laid down carefully upon a plan of the island in the Colonization Roads Office.

9. North Prince Road.

The grant was made in this case upon a numerously signed petition, asking for a continuation westerly of a road from the line between Sections 1 and 12 of Prince, 5 miles. The money given was, however, not sufficient for the purpose, but 2 miles of the distance were well opened, and in addition two small works in the same township, costing about $130, were allowed.

10. St. Joseph Island Roads.

On this island there were six works, namely, "A" *Concession Line Road*, which at a cost of about $300 was repaired over $\frac{5}{8}$ of a mile; largely bridging and timber work. *Centre Road*, the main highway between Temby Bay and Richard's Landing, was repaired through concessions D. E. F. 1½ miles, and the road made anew through concessions R. S. T. 1½ miles, and *Hilton Road* was put in excellent order over about 1½ miles, besides general repairs over the worst sections. *Huron Centre Road*, which lies between Neebish and Huron Concessions, was opened between lots 28 and 34 1¼ miles, so as to reach Reason's Mill. A short road into Morgan's mill was opened through lots 12 and 13 of concession D, at a cost of $250, the length being $\frac{3}{8}$ of a mile, and the sixth and last work was upon the W and 14 concession line, in improving and grading the portion which last year had been chopped out as a winter road, length $\frac{3}{4}$ of a mile and cost $400.

11. Thessalon River Road.

Last year the Dominion Government made a grant of $500 to be spent with a like sum from the Ontario Government, and this year the same course was adopted.

The course of the road is from its termination last year, south-west angle of section 35 of the Thessalon River survey, east 3 miles to the south-west angle of section 32, thence north 1 mile, thence east 2 miles to the township line, and thence again northerly 1¼ miles. The actual length made, as given by the overseer, is thus 7¼ miles.

Upon the road through the Indian lands the settlers gave about 80 days' voluntary labour.

12. Thunder Bay Roads.

Three different roads are numbered in this season's operations, as follows: *Kakabeka Road*, in the Township of Oliver, is from Murillo Station, on the C. P. Railway, westerly to the Kaministiquia River, Last year 3½ miles were made, and this year 2½ miles were made an excellent road, and the remaining distance to the river sufficiently formed for such travel as will be upon it. This completes the work.

Murillo Station Road, or perhaps better known as the Oliver and Kakabeka road, lies between Prince Arthur's Landing and Murillo Station, and was repaired over its entire length, 16 miles. It was not intended to spend so much money ($1,915.94) this year upon it, but the rains of the season had so destroyed and cut up the roadway that a less sum would not have made anything like a good job of it.

The last work, *Oliver Road*, is a new one, in the Township of Oliver, passing through the 2nd and 3rd concessions and approximately between lots 6 and 7. The length made is 2 miles, of which the greater portion being muskeg was expensive, and, the season being wet, the cost was farther increased, tap drains being required in addition to the ordinary work. Cost $859.77.

WEST DIVISION.

1. Ah-mic Lake Road.

Instead of building a bridge between Ah-mic and Neighic Lakes, as at first intended, it was found desirable to begin work at the other end of the road, namely in Spence township, where the line between lots 15 and 16 intersects the Junction No, 1 road. This was carried out, and the road was made on the above-mentioned line northerly as far as

the road allowance between concessions 2 and 3 of Croft, and from thence westerly to Ah-mic Lake post office. The above embraces 3½ miles of new work, and was well done.

A contract was also let for the rebuilding of a log bridge near the north-westerly end of the road for $25, which is reported to be satisfactory.

2. Alsace Road.

Commenced last year, and produced this season 2½ miles easterly along the line between the 2nd and 3rd concessions of Nipissing Township to opposite lot 15. This is entirely new work and of the greatest importance to the German settlement, which it is intended to serve.

3. Baysville and Huntsville Road.

This road was in a bad condition and the repairs of a very heavy nature. They were begun at the Locks, south of Huntsville, on lot 14, concession 13 of Brunel, and continued southerly 2½ miles, making a great improvement on the road.

4. Bracebridge Road

was begun last year and continued 1¼ miles. This season it was continued easterly about three miles to the line between lots 25 and 26, the road itself being on the town line between Macaulay and Draper, as mentioned in last year's report. For the small grant a good work was effected.

5. Brunel Bridge

is on the Brunel road at the river-crossing, Port Sidney.

It is a long bridge and should have been renewed throughout, but the appropriation was insufficient.

With the grant, 200 feet of the structure was renewed, and its original length shortened about sixty feet. Two new trusses are yet required for the main spans.

6. Burk's Falls Road.

This road lies between the Muskoka and Armour roads, and is on the road allowance between concessions 8 and 9 of the Township of Armour, and crosses a bridge built last year over the Maganetawan River, called Menzies' Bridge.

The amount of work this season is two miles of new road and a half mile of repairs.

7. Cardwell Road.

Nine miles repaired, the work being largely the chopping out and widening of the road so as to introduce more sunlight and fresh air. It still requires labour upon it to put it in good condition. Included in this expenditure is a small work near Ilfracombe, on the fifteenth and sixteenth side-line of McMurrich, namely, the opening-up and grading of about a quarter of a mile at a cost of $50.00.

8. Carling Road.

Last year this road was begun, and this year 1¾ miles of length have been added.

It begins on the north-west road opposite lot 31 concession 11 of McDougall, and thence is made westerly along said concession-line to lot number 38 ; thence north-westerly into the Township of Carling, terminating on lot 13 of concession 11.

9. Commanda Lake Road.

As this road, a considerable portion of which is an old one, has not previously been described, I deem it well to do so now that its position may be recorded ; it is as follows :

Commencing at a point on the Northern Road upon lot number 176 of the Rosseau and Nipissing Road survey; thence northerly and westerly along and near Commanda Creek, intersecting in its course the line between concessions 8 and 9 on lot number 3, that between concessions 10 and 11 on lot 2, all of the Township of Gurd, and crossing the west boundary of the township about the centre of the 11th concession.

In the Township of Pringle it crosses the road allowance between concessions 12 and 13 on lot 35, and its north boundary on lot 32, terminating at present a short distance south of the 3rd concession of the Township of Patterson, on lot 31.

This year 3½ miles of the road were well repaired, and the last mile made new.

It is important to settlers in Patterson about Restoul Lake that this road be continued westerly.

10. Chaffey Bridge.

This bridge is upon lot 30 and between concessions 5 and 6 of Chaffey.

The structure was very much out of repair, and therefore costly.

In addition to the bridge work about ⅝ of a mile in the shape of bridge approaches was made, so that a considerable amount of work was done for the money.

11. Deep Water Road and Bridge.

Half a mile of road is chopped out and logged, and another half mile simply cut out.

The work is from the north road near Deep Water River, on lot 31, con. 7, Ferris, through the said lot, and lots 30, 29, 28 and 27, to the blind line between concessions 5 and 6; thence easterly to the lake, and again northerly to Deep Water River, about ten chains from the "blind line."

The bridge, a small one, is built over the river at a cost of about $50, and is reported a good structure and cheap.

12. Distress River Road.

This road, mentioned last year as being an important one, was this year extended from the Muskoka road easterly to Sundridge, at the head of Stony Lake, 2¼ miles. It was also repaired from the above-named road, westerly two miles, and again in the Township of Chapman about three-quarter miles, making a total of 5 miles. More money is still wanted on the road.

13. Draper and Gravenhurst Road.

This road was repaired over its entire length, 3½ miles. It is on the road allowance between lots 5 and 6, through concessions 1 to 5 inclusive, of the Township of Draper; 112 rods of crosswaying are included in this work.

14. East River Road,

Which leads between Huntsville and Hoodstown, was repaired over between 7 and 8 miles; the chief work, however, being on some very heavy hills near East River. The work is reported as having been very well done.

15. Eagle Lake Road.

The final report of this work gives 2½ miles of repairs, and still requiring money upon it, as it is an important leading road.

It is in the Townships of Lount and Machar, extending from the Rosseau and Nipissing road easterly towards the Muskoka road, which it is intended to intersect.

16. Fisher's Creek Bridge.

This bridge makes connection of the Cardwell extension road with the Port Vernon road, and was very much required, as without it many residents of Stisted and McMurrich had difficulty in reaching Hoodstown and Huntsville.

The work was let as a contract by the inspector upon the ground, and the job has been satisfactorily completed.

17. Gravenhurst and Ryde Road.

These repairs were begun at the Muskoka road on lot 11, concession 5, of Muskoka, and continued from thence southerly to the 3rd and 4th concessions upon lot 10; thence easterly to the line between lots 6 and 7; thence south-easterly crossing the line between concessions 2 and 3 on lot 4, and intersecting the line between concessions 1 and 2, about on the line of division between lots 1 and 2, and from thence easterly to the town line between Muskoka and Draper.

Three miles constructed this year and highly spoken of. It should be continued 2 miles further to meet the Ryde Road and thus complete the work.

18. Gurd Road and Bridge.

Three hundred dollars were granted for the improvement of some very heavy hills east of Barrett P.O., and a contract was let for filling in the abutments of the bridge over South River on the same road—about a mile of road improved, and the safety of the bridge insured.

19. Junction No. 2 Road.

Repairs begun at Waubamic Junction and ended on the south Town Line of McKellar, 9 miles, and again between the Parry Sound road and Christie road, 4 miles—a total of 13 miles.

In the latter portion of work the municipality furnished all necessary tools, &c., so anxious were they to have the repairs made and extended as far as possible.

20. Kearney No. 1 Road.

Two and a half miles well repaired.

The work is from lot 5, concession 1 of Bethune, north-easterly, crossing lots 5, 6, 7, 8, and intersecting the road between concessions 2 and 3 on lot No. 9.

21. Lake Joseph Road.

This was a deviation from the old road, found to be necessary owing to the impracticable nature of that portion of the original location.

For the expenditure, 1¼ miles were made, and the road is very much improved.

22. Long Lake Road.

The purpose of this road was to give the settlers north of, and beyond Long Lake, an outlet to the Muskoka road, which previously they could not manage without passing through the lands of others, as the road allowance proper passes through the lake.

This Long Lake road commences opposite lot 14, concession 2, of Perry, and thence westerly round the lake passing through the west side of lot 13 and lots 11 and 12 in the 3rd concession, 1½ miles.

23. Macaulay Road.

These are repairs extending 4 miles, beginning some 5 miles east of Bracebridge and working easterly, over a heavy rocky belt.

The work is of a very permanent character, and the road is now in a generally fair condition, but requiring, as do all such works, a certain amount of annual repair and attention.

24. Maganetawan Road.

Produced this season, easterly, on the town line between Armour and Strong, from lot No. 16, 2 miles.

It was expected that a greater length would have been made for the appropriation, but the line was somewhat rough and heavy, and during the operations a serious windfall occurred, which entailed considerable additional expense in removing the fallen timber.

25. Matchedash Road.

This is on the line between concessions 4 and 5 of Matchedash township, from the line between lots 6 and 7 southerly, $1\frac{3}{4}$ miles.

It was intended that the road should be made to the south boundary of the township, as from that point the Orillia council had agreed to complete the work to Orillia, but the grant was insufficient to finish the remaining distance of more than half a mile.

26. Monteith and Perry Road.

Repaired in two sections, the first being from Sequin Falls easterly, 6 miles, and the second portion—called in the estimates the Perry and Monteith Road—from lot 4 easterly to lot 14 on the line between concessions 10 and 11 of Bethune, on which line the road is located; $2\frac{1}{2}$ miles is the length of the latter portion.

27. Muskoka Road.

This road, which, dating from Gravenhurst northerly, is about 80 miles in length, has received pretty extensive repairs over 22 miles of the portion previously built, and $5\frac{3}{4}$ miles of new road have also been constructed.

The repairs were generally of a permanent character, costing in many cases $400 to $500 per mile, but while apparently expensive it will, I am satisfied, prove to be more satisfactory and more economical than cheaper work, as with such an amount of heavy traffic upon a road, unless the bed be composed largely of stone or gravel, it is soon cut up and destroyed.

The first repairs were from Gravenhurst northerly, 2 miles, secondly between Bracebridge and Huntsville, 7 miles, including the re-building of Hunter's Bay bridge, a mile and a half south of Huntsville; and again between Cyprus and Katrine, nearly 5 miles, together with a deviation made, and an expensive bridge built over Ragged Creek, 138 feet in length, and another at Cyprus, upon which such extensive repairs were made that it is practically a new structure.

The next repairs were between Katrine and Burk's Falls, where 4 miles were put into good condition, besides the raising of the road-bed over a flat near Katrine, which each season was completely submerged (this latter work was a contract).

Repairs were again made from Burk's Falls, covering nearly 4 miles.

The road was then produced northerly about $1\frac{3}{4}$ miles to about the north boundary of Machar, and, commencing again at the Gurd Road, $2\frac{1}{2}$ miles were made northerly, and from Nipissing Village southerly, $1\frac{3}{4}$ miles.

28. Muskoka and Bobcaygeon Road.

Repairs began at Grassmere, on lot 35 concession 2 of Chaffey, and were continued easterly to lot 18 concession 14 of Franklin, $3\frac{1}{2}$ miles of excellent work,

29. Mills and Wilson Road.

This road is produced easterly and westerly from the Mills road proper.

Easterly it is on and along the town line between Mills and Harvey, and now extends to lot 29 in Mills, a distance of $1\frac{1}{2}$ miles.

Westerly it follows the town line between Wilson and McConkey, $1\frac{3}{4}$ miles, ending opposite lot No. 7 of Wilson, making a total length of $3\frac{1}{4}$ miles, a very fair amount of work for the outlay.

30. McKellar Centre Road,

Is from the village of McKellar to Broadbent's Mill and the Post Office, and is in a southerly direction, through the central portion of the Township of McKellar; $3\frac{1}{4}$ miles were well repaired and $3\frac{3}{4}$ partially improved.

The Government also contributed one-half the cost of a bridge over Manitowaba Creek upon the same road, the Municipality paying the other half.

The whole work has given entire satisfaction to the Council and settlers.

31. McMurrich Road

Begins at the Stisted Road about 40 rods north of the blind line, between concessions 7 and 8; thence north-westerly, intersecting the line between concessions 8 and 9 on lot 27; thence westerly along the last-mentioned concession line, $1\frac{3}{4}$ miles of good work.

Another grant is much required next year to make a road over a muskeg on lots 26 and 27, which the settlers express themselves too poor to manage.

32. McDougall and Foley Road.

This is a work performed in two sections, the first portion being in concessions 7, 8, 9 and 10, and in the vicinity of lots 10 and 11 of Foley Township; and the second portion from the Cardwell road northerly, through concessions 11 and 12 of the same township, and continuing northerly into the Township of McDougall, the whole road being approximately on the 10th and 11th side road of the two townships. The work first named was exceedingly well done, $1\frac{3}{4}$ miles having been well opened. The second work is about 1 mile of repairs.

33. Nipissing Road.

The expenditure in this case was made in repairing $4\frac{1}{2}$ miles of the road from the Canadian Pacific Railway southerly toward Nipissing village.

The portion which leads to South-East Bay on Lake Nipissing being very important, received such improvement as to make it an excellent road. More money is required to continue repairs to the village.

34. North Cardwell Road.

Two and a half miles of road made, dating from the Rosseau and Nipissing road on lot 35, between concessions 12 and 13 of Cardwell, and extending easterly along the concession line just mentioned. A work well done and much needed.

35. North Ryerson Road.

Repairs made from the Village of Spence easterly, between concessions 10 and 11 of Ryerson to Midlothian Post-office, and from the Post-office southerly, between lots 25 and 26, a total length of 5 miles.

36. North-West Road.

This road, which passes from Parry Sound in a north-westerly direction through the Townships of McDougall, Carling, Shawanaga, Harrison and Wallbridge to the Magnetawan River, traverses a generally rough and broken district suitable neither for settlement nor road purposes, but, as after the close of navigation there is no means of communication between Byng Inlet and the first-named point, Parry Sound, the construction of the road for winter purposes became an almost absolute necessity.

Its length between the river and the Sound is about 50 miles, which distance is now sufficiently opened for winter purposes, except the bridging of the Naiscootyong River, which will be done during the present winter. This season some 15 miles of the old road were cheaply repaired, and about 20 miles made in a correspondingly cheap manner.

37. Northern Road.

A main road in the Parry Sound District, west of the Rosseau and Nipissing Road, was repaired between McKellar and Dunchurch over 8 miles of the distance, 4 of which were thoroughly improved and the remaining 4 in a temporary manner.

North of Dunchurch 5 miles were put in excellent condition, and a bridge at the north end of the road near Commanda was also renewed. This work has given general satisfaction.

38. Oxtongue River Bridge,

In the Township of Franklin, on lot No. 9, con. 8, spans the Oxtongue River.

The bridge has a main span of 56 feet in the clear and total length of 134 feet, with solid approaches at each end.

A small bridge, 16 feet span and 40 feet long, was also built over the mill race, so that a good deal of work was done for the money.

This bridge allows settlers to get to the mills,

39. Parry Sound Road.

Twelve miles of general repairs were made over the road from Parry Sound easterly. The work was largely repairing culverts, bridges, and the chief hills over the route.

40. Peninsula Lake Road

Begins at the Muskoka and Bobcaygeon road on lot 21, con. 1, Chaffey, and from thence south-easterly over lots 28 and 29, crossing the north boundary of Brunel on lot 29, thence easterly to the boundary between Brunel and Franklin, and again along the last-mentioned boundary to the 12th concession of Brunel; $3\frac{1}{4}$ miles of fairly-made road.

41. Perry Branch Road

Is from the Perry and Monteith road northerly, between lots 30 and 31 of Perry Township, to the road allowance between concessions 12 and 13, nearly 2 miles (153 chains). Chopped 60 feet wide throughout, and graded 12 feet wide in the centre.

42. Port Vernon Road.

This road is from the west boundary of Perry on the 6th and 7th concession line easterly, to the side road allowance between lots 5 and 6, thence northerly to the 7th and 8th concession line, and thence again easterly to complete a length of $3\frac{1}{4}$ miles, the work being equal to about 2 miles of new road, according to the inspector's report.

43. Rosseau and Nipissing Road.

About $9\frac{1}{2}$ miles of this road were very thoroughly repaired, and in addition a bridge was built about $3\frac{1}{2}$ miles north of Rosseau. Length, 100 feet.

The work was from Maganetawan northerly. Annual labour is required on this road to keep it in anything like good repair to meet the heavy traffic upon it. A bridge costing about $400 was constructed over Old Man's Creek, about half a mile south of Spence. Reported as a very fine structure. The old one was entirely decayed.

44. Ryerson Centre Road.

This road commences on the Muskoka at Burk's Falls, lot 5, con. 9, Armour. From the above point it is made south-westerly as nearly as practicable along the north shore of the Maganetawan River, till the road allowance between concessions 8 and 9 is intersected, from thence the road is produced westerly on said road allowance to and across Stony Creek, on lot number 5 of Ryerson.

The length made is 2½ miles, besides the bridge over the above-named creek, worth in the neighbourhood of $400.

45. Savage Settlement Road.

Last year this road was fully described. This season the work was continued northerly, approximately on the line between lots 30 and 31 of Perry, over 3 miles, to intersect the Scotia road near McGill's mills, and opens the road so as to make a connection with stores and post-office at the Village of Kearney.

46. Sinclair and Bobcaygeon Road.

Repairs which are made in Sinclair, from the Sinclair Road, in the 4th concession, easterly 2 miles. A most useful work.

47. Short's Mill Road.

From lot 8, between concessions 4 and 5 of McKenzie, east to lot 35, concession 3 of Ferrie, 1 mile. A small but important work.

48. South Macaulay Road.

Beginning about 3 miles east of Bracebridge and working easterly; work much required; 4 miles of repairs.

49. Stisted Swamp Road

Is on the 4th and 5th concession line of Stisted.

This season's work was from lot 10 to lot 3—1¾ miles, and includes 57 rods of crosswaying.

50. Stisted South Town Line Road

Commences on lot 17, and extends easterly to lot 25—2¼ miles. This road was begun last year, but was not completed for want of funds.

There are yet 100 rods of crosswaying to be done in order to open the line fully for traffic.

51. Whitestone Valley Road.

This is an entirely new road, which if produced westerly towards and to Byng Inlet, will open up and develop a good percentage of good farming land, and will also form a main Colonization Road for settlers.

The work this year was through a rough district, and therefore expensive, only 3½ miles having been opened and made. The work, however, is of a good character, well grubbed and graded, and chopped out 60 feet wide throughout.

It begins at the Northern Road on lot 1, concession 1, McKenzie, and traverses concessions 1 and 2 to lot 27, between the 2nd and 3rd concessions, from whence it follows the last-named concession line.

Grant should be continued on this till Byng Inlet is reached.

EAST DIVISION.

1. Addington Road.

Repairs were made over three different sections, amounting together to 22½ miles, besides a bridge 97 feet long, which was rebuilt. The first section was through the Township of Kaladar and into Sheffield, 12 miles. The second from the village of Cloyne northward, 4½ miles, and the third from the north end of Massanoga Lake, northerly. The Bridge over Clare River was entirely replanked, new hand rail, &c. A further grant is required to complete the road northward.

2. Addington Junction Road

Was opened last year, and called at the time the Mississippi and Addington Junction Road. The additional outlay this season has now made it a good and most useful road —2½ miles.

3. Admaston Road.

Eight and a half miles repaired, beginning first at lot number 8, concession 12, Admaston; and from thence easterly along the line between lots 18 and 19 to the Renfrew and Douglas Road, 6 miles; and again from lot 20 in the same concession, southerly, towards the Opeongo Road, 2½ miles.

4. Algona Road,

Repaired from lot 22, concesssion 3, to lot 12, concession 4, of South Algona, 3 miles. Of this, ¾ miles was bush, and therefore new work. This road is locally known as the "Telegraph Road," the reason being obvious.

5. Alice 8th Concession Road

Begins on the Eganville and Pembroke Road, and thence westerly to lot 20, concession B—1½ miles of general repairs.

6. Alice and Fraser Road

Is on the line between concessions 14 and 15 of Alice, and extends from the Pembroke and Mattawa Road westerly—5 miles repaired this season.

7. Anson Road

Was repaired over 1¼ miles. It is on the road allowance between concessions 4 and 5 of Anson, extending from the Bobcaygeon Road westerly.

8. Anstruther Road.

This road is from the Burleigh Road northerly through the easterly side of the township of the same name—4 miles repaired and the road extended northerly 1½ miles.

9. Bagot Road

Lies between the village of Bagot and Burnstown, on the south side of the Madawaska River.

Repairs began on lot 16, concession 2 of McNab, and were extended westerly along the bank of the river, 7 miles.

10. Bagot and Admaston Road.

Four and one-half miles repaired, beginning at Mount Saint Patrick and working easterly.

11. Barrie Road.

Repairs of about 13 miles from the Frontenac Road westerly.

12. Bell's Rapids Road

Was, prior to the present work, a rough winter road; with this expenditure, however, 3½ miles have been made fairly passable for teams and general travel. The work is from lot 20, concession 8, of Bangor, westerly to lot 15, and, from thence northward on the 15th side road, to the 12th concession.

13. Beaver Lake Road

Is in the Township of Sheffield, from the Tamworth and Oso Road round the north side of Beaver Lake—2 miles well repaired.

14. Bobcaygeon Road.

Repairs began about 8 miles north of Minden, and were continued for 6¾ miles, and again from the north boundary of Harvey Township to Silver Lake, 3 miles; also from Kinmount southerly, 5 miles. Total 14¾ miles.

15. Braeside Road,

In the Township of McNab—3 miles repaired, beginning on lot 12, concession B, and thence south-westerly to concession 11, and continuing along the same.

16. Brudenel and Lyndoch Road.

This road is in reality that northern portion of the Addington Road, which is in the County of Renfrew. 2 miles were repaired when, owing to the unfavorable condition of the weather, the work was stopped for the season after spending about one-half of the appropriation.

17. Brudenel and Sebastopol Road.

The length of this road is 3 miles, one-half of which is new, the rest repairs.

It begins at the Opeongo Road on lot 1, concession 12, Sebastopol, and continues south-westerly, crossing the west boundary of the above township to lot 3, concession 5, of Brudenel.

18. Buckhorn Road.

Three and a half miles were repaired in the County of Victoria, and 3 in the County of Peterboro'. In the former county the work was through Glamorgan Township, and in the latter from Buckhorn, northerly. The road is now reported as in a generally good condition.

19. Burleigh Road.

These repairs were begun about 2 miles north of Burleigh Falls, and extended northerly 16 miles.

A bridge was also built over Burnt River, 148 feet long, and reported as a very good structure.

20. Cameron Bridge

Built over Black Creek on the Cameron Road, about ¾ of a mile south of Moore's Falls.

The bridge is 140 feet long—main piers 15 feet high from bed of creek. It is composed of three piers and two abutments, with pine superstructure and hand rail.

21. Carlow Road.

A portion of this grant was spent in repairing York River Bridge on the above road. It had become dangerous and required repairs to the piers, and recovering the whole structure.

The balance of the money was expended in grading over the portion made last year as a deviation, the distance being 4 miles.

22. Cavendish Road.

This comprises portions of two roads, each running from the Bobcaygeon road; one being on the line between concessions 10 and 11, and the other between 12 and 13; on the former line 3½ miles were repaired, and on the latter ½ a mile—4 miles in all.

23. Carden and Mara Roads.

A portion of this grant (about $100) was spent on the 4th ¼ line of Carden, and the balance on a road which the Council had surveyed and secured the right of way over previous to beginning operations. The grant was made upon petition of the Council.

24. Cardiff Road,

Somewhat improperly styled in the estimates "Bancroft Road," is a continuation westerly of the Herschel and Faraday Road, in the County of Hastings. This season 2½ miles were repaired and very much improved.

25. Cobden and Eganville Road.

This is the main road from Cobden Station on the Canadian Pacific Railway, leading into the lumbering district of the Upper Madawaska; and hence the traffic over it is great, and repairs are required annually. The appropriation extended over 8 miles, dating from Cobden.

26. Chandos Road.

This connects the Burleigh with the Hastings Road, passing through the Townships of Chandos and Wollaston—10½ miles were repaired this season—3½ being in the County of Hastings and the remaining 7 in Peterboro' County.

27. Deer Lake Road,

Is a road running from the Monck Road northerly, through the Townships of Cardiff and Harcourt. It was this season repaired over 4 miles of its length, beginning at the Monck Road.

28. Delabough Road

Is situate in the Township of Bromley, beginning at the intersection of the roads between lots 6 and 7, and concessions 4 and 5; from thence it is westerly along the first-named road allowance to that between concession 7 and 8, 2½ miles, which was graded throughout.

29. Denbigh Road.

This work embraces ¼ mile of new road and ¾ of repairs in the 3rd concession of Griffith, and extends to the Madawaska, reaching it at Hyde's chute bridge.

30. District Line (Osceola) Road

Is a portion of the old road leading from Eganville to Cobden, which was very much out of repair. The grant was spent in improving 3 miles.

31. District Line (Stafford) Road.

This road is on the town-line between Stafford and Alice, at its commencement, and from thence it is on the 2nd and 3rd concession-line of Stafford.

It is 1 mile of new road, cut out 40 feet wide and graded 20 feet wide for the roadway.

32. Douglas and Admaston Road.

A road from near the Village of Douglas, southerly through Admaston to the Opeongo road.

Work began at the north boundary of the aforesaid township on the line between concessions 8 and 9, and from thence southerly along said line to lot 20; thence again south-westerly across lot 20 and into 21, in the 11th concession, the work extending a distance of 5 miles.

Being heavy clay land the work was correspondingly heavy, but a good job was effected.

33. Douglas and Haley's Station Road.

A road from the village of Douglas, (lot 4, con. 8, Bromley) to Haley's Station on the Canadian Pacific Railway, and is much used. Four miles repaired this season.

34. Eganville and Foy's Road

2½ miles thoroughly repaired, and the balance of the road of 12 miles generally improved throughout. It is an important leading road and stage route from Douglas to the Opeongo road, and required a larger sum to put in proper repair, though very much bettered by the present expenditure.

35. Eganville and Douglas Road,

And lying between the two, villages whose name the road bears was put in a good state of repair upon five miles of its length.

36. Eganville and Round Lake Road

Is from Eganville along the north side of the Bonnechere River. This season's work was a diversion for a mile and a half to avoid a range of rough and stony hills. The deviation is on lot 1, con. 1, Algona; and extending easterly. It was chopped 40 feet wide, and graded in the centre 20 feet.

37. Eldon Roads.

Grants were made towards roads in the Township of Eldon upon promise of the Municipality to give a similar amount to the extent of $300. The agreement was carried out and the whole sum spent on the 3rd and 10th concession-lines. A large amount of work appears to have been done for the money.

38. Faraday and Herschel T. L. Road,

4 miles, which previously was only a trail, is now made passable for waggons. Work from lot 10 to lot 28.

39. Fenelon Roads.

As in the case of the Eldon road, before mentioned, the Government gave $300 to be used by the Municipality with a like amount from their own funds, and the whole sum was expended by the Reeve of the Township, who made full returns of the work.

A grant of $250 was also made to assist in making repairs upon the Fenelon Falls and Kinmount road.

40. Fermoy and Sydenham Road.

A road through Bedford and Loughboro' Township, and between Fermoy and Sydenham villages, 6 miles repaired, from Fermoy to lot 6, con. 6, of Bedford.

41. Frontenac Junction Road.

This appropriation was used in making a diversion from the old road 2 miles long, in order to secure a more practicable route. It occurs about a mile west of Clarendon on the Kingston, and Pembroke Railway. About $200 more are required to finish the job.

42. Frontenac Road.

Work began about 2 miles west of Parkham, and was extended to Gull Lake, a length of about 20 miles of repairs, and includes the building of a bridge over Gull Creek about 159 feet long, resting on three piers and two abutments, of 7 feet average height. The structure is reported to be solid and substantial.

43. German Road, *(Wilbevforce).*

This begins on lot 30, on the line between concessions 16 and 17 ; then easterly along the said concession-line $\frac{3}{4}$ of a mile ; thence south-easterly to Lake Dore, $2\frac{1}{2}$ miles of repairs effected.

44. Green Bay Road,

Is one between the Villages of Fermoy and Parkham, in the Township of Bedford.

The portion repaired this season was from lot number 20 in the 5th concession, north-westerly round Green Bay, a length altogether of 5 miles, the greater portion of which was well graded.

45. Haliburton and Maynooth Road,

In reality a portion of the Peterson Road, which is easterly of the boundary between the Counties of Hastings and Peterboro' ; $1\frac{1}{2}$ miles well repaired for $400.

46. Harvey Road.

One mile and a half of road, constructed from lot 21, concession 9, to the same number of lot in the 10th concession of the Township of Harvey.

47. Hastings Road.

Repaired from Umfraville southerly, 6 miles ; also, a bridge was built over Papineau Creek, 142 feet long and 14 feet high.

48. Indian River Bridge.

Over Indian River, in the Township of Alice, and on the line between lots 10 and 11 in the 10th concession. The work is unfinished, but is now under construction. Its estimated cost is $500, of which $200 have been paid on account.

49. Island Road,

In Stanhope Township, leaves the Peterson Road between lots 5 and 6, and follows the said road allowance to Hall's Lake, 6 miles, which distance has been more or less repaired throughout, and made passable for general traffic.

Kennebec Bridge.

A floating bridge built in 1881 was very much damaged by the memorable storm which occurred on the 14th September, '82 ; repaired this season.

51. Lavant Road.

The work on this highway, which is in the County of Lanark, was performed on the Lavant Road, proper, and also upon what is known and called the North Lavant Road.

Upon the former, repairs were made from its junction with the Kingston and Pembroke Railway easterly for half a mile, and again for 4 miles, from "Black Meadow," easterly.

The same road was extended 4 miles. On the north branch were 3 miles of repairs made, from lot 1, con. 5, to lot 5, con. 4 ; and again from Black Meadow northerly to lot 17, con. 5 ; 8 miles.

In the County of Addington about 3 miles of the same road were repaired from the west end easterly, thus giving a total of 18½ miles of repairs, and 4 of new road.

52. Lonsdale and Bridgewater Road.

This road was begun last year. This season's work consisted in building two bridges on the 8th and 9th concessions of Hungerford respectively, and grading through both concessions ; the bridge in the 8th concession over Clare River is 110 feet long with 30 feet main span ; that in the 9th concession over Otter Creek being, with approaches, 140 feet long, and chief opening 26 feet. The whole work is favorably reported.

53. Minden and Stanhope Road,

Eight miles repaired from the village of Minden, northerly. This is a leading road.

54. Minden and Haliburton Road.

This is comprised of two works, one being on the line between the 2nd and 3rd concessions of Minden, extending from lot 11 to the east boundary of the township, six miles, and the other in the 5th concession from lot 24 to the eastern boundary of lot 32 in the 8th concession ; 3½ miles.

The whole distance was in each case repaired, making a total of 9½ miles.

55. Methuen Road.

This is through about the centre of Methuen from the Chandos Road. With this year's grant 188 rods of crosswaying were made, besides some repairs upon hills.

56. Mississippi Road.

Repairs made from 5 miles east of the Hastings' road to the Carlow road—7 miles.

A bridge was also repaired over York River, of an extensive character, making it now good for many years.

57. Monmouth Road.

This was continued 4½ miles from where it was ended last year. It is now 10¾ miles long. The present portion runs in a north-westerly direction to the line between lots 19 and 20, in the 13th concession of Monmouth Township ; thence northerly, on the division line between the said lots 19 and 20, to the line between concessions 14 and 15.

In addition to the above, some repairs were made on the last-mentioned concession line from lot 10 to lot 19, and thence again northerly to meet the afore-described Monmouth Road, 3½ miles.

58. Monmouth West Town Line Road.

A mile and a quarter made with appropriation of $200.

59. Monteagle Road.

From the end of last year's operations the overseer made 2¼ miles, the work being mostly upon a road surveyed and laid out by the municipality, into what is known as the Bartlet Settlement in the Township of Monteagle.

60. Miner's Bay Road.

This road was inadvertently named as above in the estimates; it should have been called Lutterworth Road. It commences on lot 10 con. 4 of Lutterworth, and is made thence south-westerly through the said lot 10 to the blind line, between the 3rd and 4th concessions; thence westerly, following the blind line to lot number 16; 2¾ miles of road made.

61. Monck Road.

Repairs made from about 5 miles east of the Bobcaygeon road for 15 miles, and it is reported by persons who have driven over it as being in excellent condition.

Included in the expenditure are pretty extensive repairs to Burnt River and Devil's Creek bridges.

62. Mount St. Patrick and Shamrock Road.

It was intended with this money to build a bridge over Constant Creek, near Mt. St. Patrick, but satisfactory arrangements could not be made for right of way, and the money was spent on a road near the bridge, 2 miles of repairs being made.

63. Osceola and Pembroke Road,

On the line between concessions 2 and 3 of Bromley, was continued 1¾ miles from the end of last year's work.

64. Opeongo Road,

Which is the main highway through the County of Renfrew, is a very rough one, and a much larger sum than the grant of this year is required to make it such as it ought to be. In fact an annual outlay for maintenance should be made to keep it in anything like good condition to meet the heavy traffic over it. This season, however, the money spent upon it will no doubt induce settlement in the district through which it passes.

The repairs this season, were as follows: From a point 1½ miles west of D'Acre in the Township of Grattan, westerly about 20 miles, and again from Free Grant lot 142 in the Township of Jones, easterly, 4½ miles, making 24½ miles, which were very fairly repaired.

I also upon the ground employed a settler living near the work to repair a very bad spot in the Township of Brudenel, which cost $58.50.

65. Parham and Arden Road,

Between the villages of the same name and through the Townships of Kennebec and Hinchinbrooke, was repaired for 3½ miles.

66. Pembroke and Barrie Bay Road.

The object of this road, which is an entirely new one, is to reach Barrie Bay from the Pembroke and Mattawa Road by a more direct course than can now be done. The country is somewhat rough and broken, but with care I understand a very fair line can be found, and which, when finished, will be most serviceable. This year some 5½ miles were made, beginning at the east end of the road, which is the intersection of the 9th and 10th concession lines of Alice, with the east boundary of Fraser township, its course being westerly to the Bonnechere River.

67. Pembroke and Algona Road.

Begins at lot 23 in the 20th concession, and ends on lot 30 in the 19th concession of the Township of Wilberforce, 2 miles, which were repaired and includes a diversion of the road a quarter of a mile long.

68. Pembroke and Alice Road.

Another small work, for the repairs of which $300 were granted.

It is on the Road allowance between concessions 12 and 13 of Alice, the work being the west side of concession B. westerly, 1¼ miles of repairs.

69. Perrault Settlement Road.

Work commenced on lot 20, concession 17, of Grattan (about 2½ miles south of Eganville), and was continued southerly 2½ miles; repairs.

70. Peterson Road.

Repaired east of the Hastings Road, 6 miles, and west of the same, 2 miles.

A diversion of road was made from a point 2 miles west of the Hastings Road to McGarey's Creek, 3¼ miles of new work; also, a bridge was built over this creek, 84 feet long.

71. Petewawa Road.

A road on the 1st concession of Petewawa township into a German settlement, and is from about 1½ miles from the Ottawa River, westerly; 1½ miles made for $148.25.

72. Pinacle Road,

In the Township of Horton, was well repaired for 1¼ miles, with 3 stone culverts and one of wood, and the whole length gravelled.

It begins on lot 15, between concessions 1 and 2 (near the Town of Renfrew), and from thence it is north-westerly along the aforesaid concession line to the road allowance between lots 20 and 21, and from this point it is north-easterly, along the last-mentioned road allowance.

73. Pole Church Road,

Which is a continuation of what was in the report of 1881 designated "Hagarty Road." The portion made this season is on the boundary between Hagarty and Sherwood, from the 2nd and 3rd concession line of the first-mentioned township, northerly 2½ miles.

74. Radcliffe Road.

Instead of making this road it was found more desirable in the interests of the people to spend the appropriation, or so much of it as might be required, in building a bridge over the Mississippi branch of the York Branch River, so as to make more useful the work done last year in forming the Palmer Rapids road. The bridge and work is still unfinished, but is in progress. $400 have been paid on account.

75. Rear Road.

This road begins at Combermere Village on the Madawaska River, and runs in a north-easterly direction, meeting the Opeongo Road on free grant lot No. 236 in the Township of Radcliffe, the distance being about 8½ miles. The settlers and lumbermen had previously cut out a rough winter road, and the present work upon it has made it fairly passable for general traffic.

76. Ross and Bromley Road,

On the town line between Bromley and Westmeath, extending from lot 22, concession 1, Bromley, to lots 15 and 16, where it intersects the Eganville and Cobden Road, 2½ miles, one-half of which was new work, the balance repairs.

77. Round Lake Road.

A new work, extending from the third concession of Hagarty, northerly, along or near the road allowance between lots 20 and 21, to the line or road allowance between the 4th and 5th concession, a mile and a half.

78. Scott Road,

Two and a half miles repaired, including repairs to bridges.

The road is on the concession line between 13 and 14 of Chandos, from the Burleigh Road, easterly.

79. Sheffield Road.

The position of this road is given in last year's report.

This season 1½ miles were well repaired and very much improved. One notable hill called "Pearce's," which was in an almost impassable condition, has been made good, putting the entire road in fair condition.

80. 16th Concession Road *(Brudenel)*.

A production of the work of last year from the above concession into Hagarty towards Round Lake; 1½ miles were made first as far as the line between concessions A and 1, and then westerly to the line between lots 21 and 22. Another portion was made upon the line between lots 15 and 16, from the north boundary of Brudenel, southerly 1¼ miles.

81. Sharbot Lake Road and Bridge.

This work was mentioned in last year's report as incompleted. The bridge is now finished, and is, I believe, an excellent one, built according to plan prepared in the office. A considerable amount of road work was done at the south side of the lake in connection with the building of the bridge, and so far is satisfactory, while another grant is required to fully finish the undertaking,

82. Snowden and Minden Road,

Leading from Minden to Minden Station, was more or less repaired throughout, the length wrought over being 6½ miles.

83. Snowden South T. L. Road.

Three and a half miles, repaired from lot 20 easterly, making the road sufficient, the inspector says, for all the requirements of the settlers for some years.

84. Tamworth and Oso Road.

Eleven miles of this were gone over, the work being largely the renewal of wooden culverts and structures, as it has been on many other roads.

85. Tudor Road

Is described in last year's report. Three miles of that portion which is from the Mississippi Road southerly, and had been partially cut out, is now made into a fair road, though still requiring money to complete it.

86. Victoria and Cameron Junction Road

Commences at lot 1, concession 3, and ends at lot 35, Bexley. Four miles said to be well repaired.

87. Wilberforce *(24th Concession)* Road

Is on the line indicated by its name. The work was begun on lot 12 and continued to lot 20—2 miles.

88. Wollaston Road,

Three miles of new work, beginning on lot 23, concession 10, and ending on lot 29, concession 12 of Wollaston, there connecting with a road leading into Chandos Township.

89. Wollaston and Faraday T. L. Road,

Which is the last work to be enumerated, was repaired over 3 miles, beginning at the free grant lots and extending to lot 13.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS, 1883.

North Division.

1.	Bruce Mines Roads (as per Report, pages 58 and 59)		$10,114 78
2.	Batchewaning	Road	2,193 27
3.	Mamainse	"	2,096 69
4.	Barrie Island	Bridge	1,761 80
5.	Bury Road (Indian Peninsula)		1,997 22
6.	Cockburn Island	Road	500 00
7.	Killarney	"	381 00
8.	Manitoulin Island Roads (as per Report, page 61)		7,498 56
9.	North Prince	Road	646 63
10.	St. Joseph Island Roads (as per Report, page 62)		3,669 41
11.	Thessalon River	Road	1,014 38
12.	Thunder Bay Roads (as per Report, page 62)		4,335 68
			$36,209 38

West Division.

1.	Ah-mic Lake	Road	$1,035 45
2.	Alsace	"	1,000 00
3.	Baysville and Huntsville	"	500 55
4.	Bracebridge	"	400 05
5.	Brunel	Bridge	331 24

6. Burk's Falls	Road	$150	00
7. Cardwell	"	1,515	46
8. Carling	"	200	00
9. Commanda Lake	"	1,030	00
10. Chaffey	Bridge	327	20
11. Deep Water	Road and Bridge	238	90
12. Distress River	Road	1,093	18
13. Draper and Gravenhurst	"	422	99
14. East River	"	460	00
15. Eagle Lake	"	601	01
16. Fishers' Creek	Bridge	150	00
17. Gravenhurst and Ryde	Road	1,015	52
18. Gurd	Road and Bridge	300	00
19. Junction, No. 2	Road	1,426	17
20. Kearney, No. 1	"	606	11
21. Lake Joseph	"	502	50
22. Long Lake	"	200	00
23. Macaulay	"	586	25
24. Maganetawan	"	1,220	11
25. Matchedash	"	707	34
26. Monteith and Perry	"	1,692	07
27. Muskoka	"	9,011	11
28. Muskoka and Bobcaygeon	"	1,000	00
29. Mills and Wilson	"	1,019	60
30. McKellar Centre	"	857	12
31. McMurrich	"	554	43
32. McDougall and Foley	"	450	25
33. Nipissing	"	982	84
34. North Cardwell	"	500	16
35. North Ryerson	"	702	14
36. North-West	"	1,725	96
37. Northern	"	3,557	68
38. Oxtongue River	Bridge	425	56
39. Parry Sound	Road	490	15
40. Peninsula Lake	"	500	00
41. Perry Branch	"	550	00
42. Port Vernon	"	751	46
43. Rosseau and Nipissing	"	4,000	51
44. Ryerson Centre	"	1,401	77
45. Savage Settlement	"	1,259	97
46. Sinclair and Bobcaygeon	"	499	99
47. Short's Mill	"	100	00
48. South Macaulay	"	500	00
49. Stisted Swamp	"	351	33
50. Stisted South Town Line	"	300	39
51. Whitestone Valley	"	1,519	59
		$50,724	02

East Division.

1. Addington	Road	$3,059	11
2. Addington Junction	"	280	41
3. Admaston	"	840	35
4. Algona	"	458	18
5. Alice, 8th Concession	"	100	00

6.	Alice and Fraser	Road	$400 00
7.	Anson	"	288 12
8.	Anstruther	"	586 15
9.	Bagot	"	493 88
10.	Bagot and Admaston	"	557 46
11.	Barrie	"	990 94
12.	Bell's Rapids	"	400 00
13.	Beaver Lake	"	200 00
14.	Bobcaygeon	"	703 63
15.	Braeside	"	400 00
16.	Brundenel and Lyndoch	"	246 85
17.	Brundenel and Sebastopol	"	511 40
18.	Buckhorn	"	842 40
19.	Burleigh	"	720 89
20.	Cameron	Bridge	460 54
21.	Carlow	Road	500 05
22.	Cavendish	"	629 73
23.	Carden and Mara	Roads	500 00
24.	Cardiff	Road	203 03
25.	Cobden and Eganville	"	300 00
26.	Chandos	"	703 69
27.	Deer Lake	"	512 78
28.	Delabough	"	450 00
29.	Denbigh	"	300 00
30.	District Line (Osceola)	"	201 00
31.	District Line (Stafford)	"	432 87
32.	Douglas and Admaston	"	801 38
33.	Douglas and Haley's Station	"	498 65
34.	Eganville and Foy's	"	815 60
35.	Eganville and Douglas	"	347 46
36.	Eganville and Round Lake	"	300 00
37.	Eldon (including Municipal Grant)	Roads	600 00
38.	Faraday and Herschel Town Line	Road	200 00
39.	Fenelon (with Municipal Grant)	Roads	879 50
40.	Fermoy and Sydenham	Road	449 46
41.	Frontenac Junction	"	501 00
42.	Frontenac	"	1,013 56
43.	German (Wilberforce)	"	515 40
44.	Green Bay	"	492 02
45.	Haliburton and Maynooth	"	321 82
46.	Harvey	"	315 53
47.	Hastings	"	1,098 78
48.	Island	"	202 39
49.	Indian River	Bridge	200 00
50.	Kennebec	Bridge	239 57
51.	Lavant	Road	1,600 00
52.	Lonsdale and Bridgewater	"	750 00
53.	Minden and Stanhope	"	309 71
54.	Minden and Haliburton	"	400 50
55.	Methuen	"	513 88
56.	Mississippi	"	1,645 08
57.	Monmouth	"	1,014 33
58.	Monmouth West Town Line	"	200 00
59.	Monteagle	"	430 51
60.	Miners' Bay	"	405 77
61.	Monck	"	1,365 32
62.	Mount Saint Patrick and Shamrock	"	296 35

63. Osceola and Pembroke	Road	$200 00
64. Opeongo	"	2,075 25
65. Parham and Arden	"	480 30
66. Pembroke and Barrie Bay	"	1,038 80
67. Pembroke and Algona	"	100 00
68. Pembroke and Alice	"	250 00
69. Perrault Settlement	"	498 68
70. Peterson	"	1,327 09
71. Petewawa	"	148 25
72. Pinacle	"	448 35
73. Pole Church	"	446 15
74. Radcliffe	"	400 00
75. Rear	"	447 25
76. Ross and Bromley	"	413 00
77. Round Lake	"	444 15
78. Scott	"	193 96
79. Sheffield	"	400 00
80. 16th Concession (Brudenel)	"	1,257 52
81. Sharbot Lake	Road and Bridge	1,420 14
82. Snowden and Minden	Road	189 73
83. Snowden South Town Line	"	200 00
84. Tamworth and Oso	"	430 86
85. Tudor	"	489 62
86. Victoria and Cameron Junction	"	400 00
87. Wilberfore 24th Concession Line	"	498 17
88. Wollaston	"	500 00
89. Wollaston and Faraday Town Line	"	200 00
		$50,894 30

RECAPITULATION.

North Division	$36,209 38
West "	50,724 02
East "	50,894 30
Balances of 1882	10,339 43
Inspection	4,420 08
Total Expenditure	$152,587 21
Less, Dominion Grants $1,500 00	
Municipal " 600 00	
Refunds 419 08	
	$2,519 08
Departmental Expenditure, 1883	$150,068 13

HENRY SMITH,
Supt. of Col. Roads.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1883.

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO

FOR THE YEAR

1884.

Printed by Order of the Legislative Assembly.

Toronto:
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1885.

CONTENTS.

COMMISSIONER'S REPORT :— PAGE.

Sales—Crown Lands ..... v.
" Clergy Lands ..... v.
" Common School Lands ..... vi.
" Grammar School Lands ..... vi.
Collections and Revenue ..... vi.
Disbursements ..... vi.
Revenue arising from Crown Timber ..... vi.
Free Grants ..... vi.
Crown Surveys ..... vii.
Municipal Surveys ..... vii.
Mineral Surveys ..... vii.
Colonization Roads ..... ix.

APPENDICES :—

No. 1. Return of Officers and Clerks in the Department 1
2. " Crown Land Agents 3
3. Statement of Lands sold and amounts of sales and collections 4
4. " Gross collections 5
5. " Receipts considered as Special Funds 6
6. " Gross Disbursements 7
7. " Revenue from Woods and Forests 10
8. " Crown Timber Agents, etc 11
9. " Timber and amounts accrued from dues, etc 12
10. Return of Locations, etc. under Free Grants Act 14
11. " Letters received and mailed 18
12. " Patents issued 19
13. Statement of Municipal Surveys confirmed 20
14. " " ordered 21
15. " Crown Land Surveys completed 22
16. " " in progress 23
17. " Mineral Lands Patented in Unsurveyed Territory 24
18. " Work performed in Survey Branch 26
19. " Candidates who have passed Board of Examiners of Land Surveyors 27
20. Report on Mining—R. Macpherson 28
21. " " W. Coe 30

SURVEYORS' REPORTS :— PAGE.

No. 22. District of Nipissing—township of Bishop 37
23. " " " Lister 38
24. " " " Boyd 39
25. " " " Phelps 41
26. " " " Mulock 42
27. " " " Merrick 43
28. " " " Grant 45
29. District of Algoma—township of Denison 45
30. " " Drury 47
31. " " Lorne 48
32. " " Louise 49
33. " " Creighton 50
34. " " Fairbank 51
35. " " Rayside 52
36. " " Balfour 53
37. " " Morin 54

No. 38. REPORT ON COLONIZATION ROADS.

North Division 57
West Division 62
East Division 69
Summary of Expenditure 77
Recapitulation 80

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO,

FOR THE YEAR 1884.

To His Honour the Honourable JOHN BEVERLEY ROBINSON,
Lieutenant-Governor of the Province of Ontario:

MAY IT PLEASE YOUR HONOUR,

I have the honour, in accordance with the Act for the Sale and Management of the Public Lands, to submit to Your Honour the following account of the transactions of my Department for the year ending the 31st December, 1884.

CROWN LANDS.

The arrears due on former sales having been largely paid, causing diminished collections from this source, and the setting apart of so large a portion of the Public Domain under the Free Grants and Homestead system, together with the liberal terms given to actual settlers in many of the townships, have caused a considerable diminution of the revenue arising from our Public Lands.

There were sold, however, of the Crown Lands during the year, 61,189 acres. The sales amount to $49,949, and the collections to $55,173. (*See Appendix No. 3, page 4.*)

CLERGY LANDS.

The Clergy Lands having been chiefly sold, and the arrears due on the sales of former years being chiefly paid, the revenue derived from this source, as might be supposed, is diminishing from year to year.

There were sold, however, of the Clergy Lands during the year, 3,669 acres. The sales amount to $3,826, and the collections to $13,739. (*See Appendix No. 3, page 4.*)

COMMON SCHOOL LANDS.

There were sold of the Common School Lands during the year 337 acres. The sales amount to $874, and the collections to $22,537. (*See Appendix No. 3, page 4.*)

GRAMMAR SCHOOL LANDS.

There were sold of the Grammar School Lands during the year 730 acres. The sales amount to $776, and the collections to $2,302. (*See Appendix No. 3, page 4.*)

COLLECTIONS AND REVENUE.

The total collections of the Department during the year amount to $570,305. (*See Appendix No. 4, page 5.*)

DISBURSEMENTS.

The gross disbursements of the Department during the year amount to $264,973. (*See Appendix No. 6, page 7.*)

WOODS AND FORESTS.

The depression in the lumber trade noted in my report for 1883, as prevailing during that year, has continued throughout the season just closed, and will no doubt be felt until an improvement takes place in business generally in Britain and the United States.

The production from the Crown Domain in 1883-'84 falls short of that of the preceding year, and it is anticipated that the cut of the present winter will be somewhat short of that of the last. The decrease in operations may be taken as indicating that those engaged in lumbering in Ontario are prudently husbanding their timber instead of throwing large productions on a weak market.

The accruals for timber dues, ground rents, etc., during the year amount to $421,485, and the total collections on account of timber dues, ground rents and bonuses, amount to $464,530. (*See Appendices Nos. 7 and 9, pages 10, 12 and 13.*)

FREE GRANTS.

At the date of my last report there were open for location, under the Free Grants and Homestead Act, 124 townships, to which three townships have been added during the year, viz., Calvin, Ferris and Bonfield, in the District of Nipissing, making a total of 127 townships now open for location.

There were 1,157 locations made during the year on 161,964 acres of land, and 5,809 acres were sold to 125 locatees.

During the same period 635 lots, located in former years, were resumed for non-performance of the settlement duties, and 609 patents were issued to Free Grant locatees. (*See Appendix No. 10, pages 14, 15, 16 and 17.*)

Several townships have been recently surveyed along the line of the Canada Pacific Railway, of which the townships of Calvin, Ferris and Bonfield have been opened for location under the Free Grants and Homestead Act, and the townships of Widdifield, Springer, Caldwell and McKim have been opened for sale, subject to immediate and continuous settlement, at fifty cents per acre, one half cash and the balance in two annual instalments with interest, reserving the pine timber.

The country along the line of railway from Mattawa westward, although generally rough and rocky, contains a fair proportion of land capable of settlement. Settlers have gone in during the year and taken up locations along the line, and somewhat large settlements have been formed on both sides of Lake Nipissing, and from Sturgeon Falls westward, while villages of more or less importance are springing up at the principal railway stations along the line.

CROWN SURVEYS.

The undermentioned surveys have been performed during the year, that is to say: The townships of Bishop, Cameron and Lister in the District of Nipissing, have been sub-divided into farm lots of one hundred acres each; and the townships of Grant, Merrick, Mulock and Phelps in the District of Nipissing, and the townships of Balfour, Baldwin, Creighton, Denison, Drury, Fairbank, Lorne, Louise, Morin, Nairn and Rayside, in the District of Algoma, principally on the line of the Canadian Pacific Railway, into lots of 320 acres each.

The returns of the above named surveys, so far as they have been received, have been examined and closed.

The returns of survey of the township of Boyd, in the Huron and Ottawa Territory, not having been closed at the date of my last report, have been examined and closed during the year.

The outlines of a few timber berths on the north shore of Lake Huron have been run, and a few minor surveys have been made.

The particulars in relation to these surveys will be found in *Appendices Nos. 15 and 16, pages 22 and 23.*

The Surveyors' Reports in relation to the surveys, so far as they have been received, will be found in *Appendices Nos. 22 to 37, and pages 37 to 56 inclusive.*

MUNICIPAL SURVEYS.

Two municipal surveys have been confirmed during the year, consisting of the planting of monuments at the angles of certain lots in the townships of Pickering and Scugog.

Instructions were issued for eight municipal surveys during the year. The particulars relating to these surveys will be found in *Appendices Nos. 13 and 14, and pages 20 and 21.*

MINERAL SURVEYS.

Patents have been issued during the year for 3,548 acres for mining purposes, principally near White Fish Lake, in the District of Thunder Bay, the purchasers having furnished to the Department surveyors' plans, field notes and descriptions of the survey of the locations, as required by the General Mining Act. (*See Appendix No. 17, pages 24 and 25.*

MINES AND MINERALS.

Gold and Silver.

There does not appear to have been much progress made in mining for the precious metals during the year. It is alleged, however, that some exceedingly rich deposits of silver ore and native silver have been discovered at and near Rabbit Mountain and White Fish Lake on the south side of the Kaministiquia river in the District of Thunder Bay, and that the silver-bearing vein has been traced in a south-westerly direction across the Pigeon river into the State of Minnesota.

It is also alleged that gold has been discovered in the neighbourhood of the Lake of the Woods, in the western part of Ontario.

A considerable number of silver mining locations have been taken up near White Fish Lake during the year for mining purposes.

PHOSPHATES.

The depressed state of the market during the year has tended greatly to discourage Phosphate mining, and the consequence is a decreased production.

There have been shipped, however,

From Loughboro' and Storrington during the year	988 tons.
" North Burgess.....	1,147 "
Total quantity shipped.....	2,135 "
To which may be added the quantity lying at the mines ready for shipment	1,150 "
Total quantity mined during the year	3,285 tons.

IRON ORE.

The great depression in the iron trade noted in my report for the year 1883, has continued during the whole of the year just closed, thereby causing a curtailment of mining operations during the year.

There have been shipped, however, from the counties bordering on the Kingston and Pembroke railway, the Brockville & Ottawa railway, and the Rideau canal, the undermentioned quanlities, that is to say :

From the Wilbur mine, township of Lavant	9,200 tons
" " Zanesville mine, " Bedford.....	4,700 "
" and through the Rideau Canal	617 "
" the Calabogie mine, township of Bagot.....	577 "
Total quantity shipped.....	15,094 "
To which add quantity mined ready for shipment at Boyd Caldwell's mine	3,000 "
Total quantity mined during the year.....	18,094 "

GALENA.

There were mined in the township of Fitzroy during the year 293½ tons of Galena, which having been smelted at Kingston produced 155½ tons of pure lead.

MICA.

Deposits of Mica have been discovered in the Townships of Miller, South Burgess and Loughboro'. Those in Miller are said to be of superior quality. The mine in Loughboro' is said to have produced during the year about ten tons which were disposed of in the American and Canadian markets.

The particulars with reference to the mines situated easterly from the Madoc division will be found in the lucid report of R. McPherson, Esquire. in *Appendix No. 20, Pages, 28, 29 and 30.*

The particulars with reference to the Madoc Division will be found in the excellent and exhaustive report of W. Coe, Esquire in *Appendix No. 21, Pages 30 to 36 inclusive, which is worthy of a careful perusal.*

COLONIZATION ROADS.

The total expenditure on Colonization Roads during the year amounts to $149,176, the particulars of which will be found in the Superintendent's report in *Appendix No. 38, Pages 57 to 80 inclusive.*

Respectfully submitted,

T. B. PARDEE,

Commissioner of Crown Lands.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1884.

APPENDIX No. 1.

RETURN of Officers and Clerks in the Department of Crown Lands for the year 1884.

BRANCH.	Name.	Designation.	When Appointed.	Salary per annum.	Remarks.
				$ c.	
	Hon. T. B. Pardee	Commissioner	1873, December 4	4,000 00	
	Thos. H. Johnson	Assistant Commissioner.	1869, August 21	2,800 00	
	George Kennedy	Law Clerk	1872, February 1	1,800 00	
	T. W. Gibson	Short Hand Writer and Clerk	1880, August 18	1,200 00	
Free Grants and Sales	A. Kirkwood	Chief Clerk	1854, March 21	1,700 00	
	J. M. Grant	Clerk	1860, May 12	1,250 00	
	J. J. Murphy	Clerk in charge of Free Grants	1872, May 1	1,200 00	
	P. Alma	Clerk	1871, August 1	950 00	
	Julian Sale	Clerk	1871, August 5	800 00	
Surveys, Patents and Roads	G. B. Kirkpatrick	Chief Clerk	1866, January 30	1,700 00	
	W. Revell	Clerk	1871, October 2	1,000 00	
	W. F. Lewis	Clerk		850 00	
	E. Fox	Chief Clerk, Patents	1857, September 28	1,400 00	
	A. J. Taylor	Clerk	1872, October 1	1,200 00	
	H. Smith	Sup'dent of Colonization Roads	1881, January 1	1,800 00	
	C. Cashman	Clerk	1872, September 1	1,000 00	
Woods and Forests	G. B. Cowper	Chief Clerk	1857, October 14	2,000 00	
	A. White	Clerk	1882, January 1	1,700 00	
	J. A. G. Crozier	Clerk	1867, December 1	1,200 00	
	H. R. Hardy	Clerk	1883, November 1	800 00	

APPENDIX No. 1.—*Continued.*

RETURN of Officers and Clerks in the Crown Lands Department for the year 1884.

BRANCH.	Name.	Designation.	When Appointed.	Salary per annum.	Remarks.
Accounts	D. G. Ross	Accountant	1861, April 15	1,500 00	
	R. H. Browne	Chief Clerk, Agents' Returns	1862, May 14	1,250 00	
	C. P. Higgins	Clerk	1873, July 1	850 00	
	E. Leigh	Clerk	1873, December 20	800 00	
	J. Morphy	Registrar	1851, June 1	1,600 00	
	J. Bradshaw	Office Keeper	1852, March 27	500 00	
	A. Macdonald	Messenger	1862, May 19	500 00	
	D. Kinnan	Night Watchman		460 00	

D. GEORGE ROSS,
Accountant.

THOS H JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st DECEMBER, 1884.

APPENDIX No. 2.

List of Crown Land Agents for the Disposal of Free Grants, 1884.

Name.	District or County.	Date of Appointment.	Salary Per Annum.	REMARKS.
			$ c.	
Anderson, D.	Part of Peterborough	1870, November 21	500 00	
Best, S. G.	" Parry Sound District	1875, March 23	500 00	
Brown, C. P.	" Algoma District	1872, June 25	500 00	
Cockburn, J. D.	" Nipissing District	1884, May 21	500 00	Agent for sale of land.
Day, J. F.	" Algoma District	1875, July 19	500 00	
Dawson, G. W.	" Frontenac and Addington	1882, February 17	500 00	
Duncan, A. G	St. Joseph Island	1883, December 23	200 00	
Fielding, W.	Part of Victoria	1882, February 23	500 00	
Gilligan, B. J.	" Nipissing District	1884, March 26	500 00	
Handy, E.	" Parry Sound District	1878, January 3	500 00	
Kennedy, A.	" Renfrew	1871, August 21	500 00	
Mackay, T.	" Parry Sound District	1881, December 5	500 00	
Macpherson, R.	" Frontenac	1871, July 18	500 00	Agent for sale of land.
Reeves, J.	" District of Nipissing	1872, February 12	500 00	
Scarlett, J. S.	" Parry Sound District	1880, June 17	500 00	
Stewart, C. R.	" Hastings	1882, May 1	500 00	
Tait, J. R.	" Hastings	1869, May 28	500 00	
Taylor, T. C.	" District of Muskoka	1881, December 15	500 00	
Whelen, J.	" Renfrew	1884, September 19	500 00	
Wright, A.	" Thunder Bay District	1875, May 5	500 00	

D. GEORGE ROSS,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

Department of Crown Lands,
Toronto, 31st December, 1884.

APPENDIX No. 3.

STATEMENT of Acres of Land Sold, Amount of Sales, and Amount of Collections for the Year 1884.

SERVICE.	Acres Sold.	Amount of Sales.	Amount of Collections.
		$ c.	$ c.
Crown Lands	61,189	49,948 93	55,173 62
Clergy Lands	3,669	3,826 29	13,738 74
Common School Lands	337	873 60	22,537 43
Grammar School Lands	730	776 40	2,302 36
Total	65,925	55,425 22	93,752 15

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1884.

APPENDIX No. 4.

STATEMENT of the Collections of the Department of Crown Lands for the year 1884.

SERVICES.	$ cts.	$ cts.
Land Collections.		
Crown Lands	55,173 62	
Clergy Lands	13,738 74	
Common School Lands	22,537 43	
Grammar School Lands	2,302 36	
Rent	202 00	
In Suspense	9,592 21	
		103,546 36
Woods and Forests.		
Timber Dues	424,110 42	
Ground Rent	35,817 87	
Bonus	4,590 55	
In Suspense	11 04	
		464,529 88
Inspection Fees		795 30
Casual Fees		650 27
Surveyors' Fee Fund		172 20
Destitute Settlers' Refunds		505 20
Settlers' Homestead Fund		106 20
		$570,305 41

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO 31st December, 1884.

APPENDIX No. 5.

STATEMENT of the Receipts of the Department of Crown Lands for the year 1884, which are considered as *Special Funds.*

SERVICE.	$ cts.	$ cts.
Clergy Lands:		
Principal	8,744 88	
Interest	4,993 86	
		13,738 74
Common School Lands:		
Principal	10,498 82	
Interest	12,038 61	
		22,537 43
Grammar School Lands:		
Principal	1,764 95	
Interest	537 41	
		2,302 36
Total		38,578 53

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1884.

APPENDIX. No. 6.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1884.

SERVICE.	$ c.	$ c.	$ c.
AGENTS' SALARIES AND DISBURSEMENTS.			
Salaries.—Land.			
D. Anderson	500 00		
S. G. Best	500 00		
C. P. Brown	500 00		
J. D. Cockburn	304 00		
G. W. Dawson	500 00		
J. F. Day	500 00		
A. G. Duncan	204 90		
W. Fielding	500 00		
B. J. Gilligan	383 20		
E. Handy	500 00		
A. Kennedy	500 00		
T. Mackay	500 00		
R. Macpherson	500 00		
J. Mahon	270 83		
J. Reeves	500 00		
J. S. Scarlett	500 00		
C. R. Stewart	500 00		
J. R. Tait	500 00		
T. C. Taylor	500 00		
A. Wright	500 00		
J. Whelan	141 50		
		9,304 43	
Salaries.—Timber.			
P. C. Campbell	1,759 99		
T. E. Johnson	1,600 00		
W. J. Macdonald	250 00		
W. Margach	1,200 00		
C. Massiah	100 00		
J. B. McWilliams	2,000 00		
J. F. Way	1,440 00		
		8,349 99	
Postage.			
D. Anderson	18 17		
S. G. Best	23 54		
C. P. Brown	11 94		
J. D. Cockburn	5 62		
G. W Dawson	9 32		
J. F. Day	33 15		
A. G. Duncan	2 43		
W. Fielding	9 59		
E. Handy	35 16		
A. Kennedy	8 10		
T. Mackay	12 10		
R. Macpherson	14 90		
J. Mahon	5 87		
J. S. Scarlett	8 62		
C. R. Stewart	8 17		
J. R. Tait	13 60		
T. C. Taylor	40 84		
A. Wright	23 76		
		284 88	

APPENDIX No. 6—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1884.

SERVICE.	$ c.	$ c.	$ c.
Inspections.			
W. Bell	22 85		
Geo. Bick	66 75		
D. E. Buist	24 00		
J. F. Day	15 00		
W. Fielding	8 50		
M. McKinnon	5 00		
Geo. Paget	10 00		
J. Reeves	4 00		
J. Stokes	2 00		
T. C. Taylor	25 20		
A. White	200 00		
		383 30	
Miscellaneous.			
P. C. Campbell, Disbursements	585 00		
J. F. Day, List of Squatters	30 00		
T. E. Johnson, Disbursements	109 25		
W. Margach, "	337 00		
G. A. Matheson, Seizing Raft	122 85		
J. B. McWilliams, Disbursements	256 68		
J. Poupore, Stationery	18 10		
J. Shaw, Examining Returns	228 00		
" Collecting Accounts	69 95		
J. F. Way, Disbursements	209 43		
J. Reeves, Travelling Expenses	8 31		
		1,974 57	
			20,297 17
Wood Ranging and Inspection of Timber Lands.			
H. Abbott		46 95	
Geo. Bick		1,258 72	
J. Brady		860 00	
A. Burritt		91 00	
J. B. Campbell		150 00	
P. McCogherty		666 60	
A. F. Dulmage		1,500 00	
T. Frood		732 64	
J. Halliday		755 00	
F. Halliday		1,575 81	
C. Henderson		16 50	
S. M. Johnson		1,976 72	
J. Kennedy		865 00	
A. Knight		722 25	
L. Londry		766 38	
T. Ludgate		1,197 72	
W. Margach		1,306 51	
D. F. Macdonald		1,651 91	
D. H. Moore		1,198 54	
J. Moran		1,330 00	
A. C. McCrea		181 00	
J. McEwen		50 00	
W. McGown		789 32	
T. McGown		35 00	
W. Newburn		14 00	
Geo. Paget		855 00	
W. Russell		2,159 76	
J. Shaw		1,006 67	
J. W. Smith		1,180 61	

APPENDIX No. 6—*Concluded.*

STATEMENTS of the Gross Disbursements of the Department of Crown Lands for the Year 1884.

SERVICE.	$ c.	$ c	$ c.
Wood Ranging and Inspection of Timber Lands.—Continued.			
J. B. Turgeon		675 00	
A. White		75 00	
F. R. Weston		87 00	
			25,776 61
Refunds			15,775 05
Colonization Roads			149,176 03
Surveys			39,000 00
Contingencies.			
Printing and Binding		1,222 40	
Stationery		1,613 81	
Postage and Telegraphing		1,530 22	
Fireman		549 00	
Night Watchman		498 75	
Housekeeper		500 00	
Messenger		500 00	
Extra Clerks		4,204 00	
Subscriptions and Advertising		264 88	
Sundries		640 77	
			11,523 83
Two per cent. of duties collected on Timber cut. on Road allowances, and paid to Municipalities			3,189 66
Board of Surveyors			235 00
Total			264,973 35

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1884.

APPENDIX No. 7.

Woods and Forests.

Statement of Revenue Collected during the Year ending 31st December, 1884.

	$ c.	
Amount of Ottawa collections, John Poupore	155,377 58	
" " H. J. Chaloner	41,324 26	
		196,701 84
Amount of Belleville collections, J. F. Way	71,371 50	
" " H. J. Chaloner	27 88	
		71,399 38
Amount of Western Timber District collections at Department	179,087 71	
" " H. J. Chaloner	17,340 95	
		196,428 66
Total		464,529 88

G. B. COWPER,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

Department of Crown Lands,
Woods and Forests Branch,
Toronto, 31st December, 1884.

APPENDIX No. 8.

LIST of Crown Timber Agents in the Province of Ontario, their Assistants, Names of Territories, Residences, Dates of Appointments, and Salary allowed to each for his services, during the year ending 31st of December, 1884.

Names of Territories.	Names of Agents and Assistants.	Residence.	Date of Appointment.	Salary per Annum up to 1st July, '73.	Salary per Annum from 1st July, '73.	REMARKS.
				$ c.	$ c.	
Upper Ottawa.....	John Poupore	Ottawa City				
	C. S. McNutt, Assistant	"	1858, April 13.....	1,400 00	1,800 00	
	J. Ritchie, Clerk.....	"	1864, June 23	1,000 00	1,400 00	The Crown Timber Office, Ottawa, acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada, in the collection of slide dues; the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	A. J. Russell, jr., Draughtsman.	"	1867, April 1.....	700 00	1,200 00	
	E. T. Smith, Clerk	"	1864, June 23.....	650 00	1,000 00	
	J. Jackson, Messenger.	"	1871, August 1....	300 00	300 00	
	W. J. Macdonald, Deputy Slide Master and Chief Timber Counter.....	"	1882, August 18...	.....	*	Additional to his salary from the Department of Public Works, Ottawa.
	James Steen, Timber Counter ...	"	1861, May 27	$2 per diem.	$2 per diem.	During season of Navigation.
	John Redmond, Assistant, and Boatman	"	1872, March 1.....	"	"	" " "
Belleville Agency.....	Joseph F. Way, Agent.....	Belleville.....	1854, May 6.....	1,440 00	1,440 00	
Collector at Quebec....	H. J. Chaloner, Acting Agent...	Quebec				
	Henry John Miller, Assistant....	"	1883, September 13		1,200 00	The remarks in connection with the Crown Timber Office at Ottawa respecting salaries, apply to the Collector's Office at Quebec.
	William Miller, Clerk.....	"	1872, November 7.	1,000 00	1,000 00	

*The Local Governments of Ontario and Quebec have each paid Deputy Slide-master up to the 31st December, 1883, $150 per annum, in addition to the amount paid by Public Works:—Allowance by the Provincial Governments increased to $250 each, per annum, from 1st of January, 1884.

G. B. COWPER, Chief Clerk in Charge.

THOS. H. JOHNSON, Assistant Commissioner.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,
Toronto, 31st December, 1884.

APPENDIX

WOODS AND

STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

QUANTITIES AND DESCRIP

AGENCIES.	Area covered by Timber License.	Saw Logs. (A Standard is 200 feet B.M.)				Oar Logs.	Square Timber.			
		White Pine.		Other.			White Pine.		Red Pine.	
	Square miles.	Pieces.	Stands.	Pieces.	Stands	Pieces	Pieces.	Feet.	Pieces	Feet.
Ottawa Timber Districs.....	6,730	1,253,901	748,772	13,315	3,472	3,021	89,088	4,616,234	10,620	399,673
Belleville Timber District.....	1,748	674,652	344,664	20,361	6,562	.....	5,159	225,610	.....	.....
Western Timber District.....	8,362	1,091,440	696,187	9,408	2,898	.....	27,769	1,536,662	178	5,972
Total.....	16,840	3,019,993	1,789,623	43,084	12,932	3,021	122,016	6,378,506	10,798	405,645

GENERAL STATEMENT OF

QUANTITIES AND DESCRIP

AGENCIES.	Butternut and Basswood.		Cordwood.		Cedar.		Teleg'h Poles.	Trav-erses.	Boat Keels.	Lineal feet of Cedar.
	Pieces.	Feet.	Hard Crds.	Soft Cords.	Pieces.	Feet.	No.	Piecs.	Piecs.	Feet.
Ottawa Timber District.....	Bass 73 Butt 9	3,468 274	.....	535	736	15,091	2,309	5,873	.....	.....
Belleville Timber District.....	.....	.....	280	.....	.....	.....	2,052	.....	.....	69,708
Western Timber District.....	.....	.....	901	16,036	.....	.....	2,633	.....	2	1,073
Total.....	Bass 73 Butt 9	3,468 274	1,181	16,571	736	15,091	6,994	5,873	2	70,781

G. B. COWPER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1884.

No. 9.

FORESTS.

Rent and Bonuses, during the year ending 31st December, 1884.

TION OF TIMBER.

Boom and Dimension Timber.		Elm, Ash, Maple, Cherry and Whitewood.		Oak.		Tamarac.		Railway Ties.	Birch, Hemlock and Spruce.	
Pieces.	Stands.	Pieces.	Feet.	Pieces.	Feet.	Pieces	Feet.	Pieces.	Pieces.	Feet.
64,035	49,965	E 242 A 234 WW 2	4,798 8,269 74	45	957	141	3,559	30,858	S 1	34
15,585	12,804	E 2 A 355 M 12	46 12,604 431	4	147	13	433	79,619	H 425 B 63	16,932 2,563
22,224	26,740	E 3	99	7	215	.....	.....	604,952	.....	.....
101,844	89,509	E 247 A 589 WW 2 M 12	4,943 20,873 74 431	56	1,319	154	3,992	715,429	S 1 H 425 B 63	34 16,932 2,563

TIMBER, ECT.—*Continued.*

TION OF TIMBER.

Cedar Posts.	Hemlock Bark.	Cords Bolts.	Spiles.	Pine.	Bridge Timber.	Amounts Accrued.				
Cords.	C'rds.	No.	No.	lineal feet.	Feet.	Trespass, etc.	Timber Dues.	Ground Rent.	Bonus.	Total.
						$ c.	$ c.	$ c.	$ c.	$ c.
7	.....	61	.....	.....	.....	567 14	181,174 10	13,570 50	4 00	195,315 74
479	.....	178	.....	.....	.....	341 29	59,949 39	4,056 00	17 35	64,364 03
155	22	4,208	3,301	192,582	284,090	1,720 93	138,171 86	17,293 00	4,619 57	161,805 36
641	22	4,447	3,301	192,582	284,090	2,629 36	379,295 35	34,919 50	4,640 92	421,485 13

THOMAS H. JOHNSON,
Assistant Commissioner.

APPENDIX No. 10.

RETURN of the number of locatees and of acres located; of purchasers and of acres sold; of lots resumed for non-performance of the settlement duties; and of patents issued—under the "Free Grants and Homesteads Act"—during the year 1884.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of lots, the locations of which have been cancelled.	Number of Patents issued.
Baxter	Muskoka	Theo. C. Taylor, Bracebridge.	.....	.....	.....	.....	.....	.....
Brunel			3	386	.....	.....	2	8
Chaffey			9	1222	.....	.....	9	16
Draper			7	898	1	5	8	8
Franklin			6	1071	.....	.....	9	9
Macaulay			9	1230	.....	.....	11	6
Medora			16	2320	3	193	24	10
Monck			3	423	.....	.....	2	2
Morrison			6	734	1	1	4	4
Muskoka			6	961	1	184	12	3
McLean			4	570	1	49	6	9
Oakley			14	2375	1	100	21	5
Ridout			2	201	.....	.....	3	8
Ryde			12	1826	.....	.....	11	11
Sinclair			2	400	.....	.....	6	.....
Stephenson			3	459	2	194	7	6
Stisted			9	1141	.....	.....	14	13
Watt			7	566	.....	.....	4	11
Wood			9	1136	.....	.....	4	.....
Cardwell	Parry Sound	Mrs. Theresa Mackay, Parry Sound	7	1093	.....	.....	13	8
Carling			6	900	.....	.....	11	9
Christie			7	1176	.....	.....	12	2
Fergusson			2	292	.....	.....	4	2
Foley			6	915	.....	.....	8	3
Hagerman			2	309	.....	.....	.....	3
Humphray			10	1165	1	113	6	3
Monteith			2	402	.....	.....	1	2
McConkey			4	858	.....	.....	2	.....
McDougall			1	93	.....	.....	3	6
McKenzie			4	440	.....	.....	1	.....
McKellar			3	599	1	39	2	1
Shawanaga			.....	.....	.....	.....	.....	.....
Wilson			.....	.....	.....	.....	.....	.....

Chapman			21	2790	5	64	14	18
Croft			5	632	1	5	10	9
Ferrie			1	166				
Gurd			4	807	3	23		
Lount			9	1601	2	13	1	1
Machar	Parry Sound	S. G. Best, Maganetawan	30	4976	1	123	11	1
Mills			1	200				
Pringle			6	984			2	
Ryerson			6	942			14	4
Spence			12	1498	1	3	12	10
Strong			49	4691	7	613	17	2
Armour			20	3012	4	236	16	24
Bethune			15	2446	3	336	13	
Joly			21	3366	2	28	12	
McMurrich	Parry Sound	E. Handy, Emsdale	18	2517	8	65	18	18
Perry			18	2636	2	67	18	33
Proudfoot			16	3003	3	23	6	
Hardy								
Himsworth			27	4700	2	191	7	
Nipissing	Parry Sound	J. S. Scarlett, Nipissing	9	1528			3	1
Patterson								1
Anson			2	196				
Glamorgan			4	398	1	1	4	7
Hindon			1	119				1
Lutterworth	Haliburton	Wm. Fielding, Minden	11	1067			3½	11
Minden			20	2169	1	31	8	10
Stanhope			6	494	1	4	1	6
Snowdon			8	886	1	12	3½	13
Anstruther	Peterboro'				2	15		2
Chandos	do.	D. Anderson, Apsley	11	1283	1	257	6	8
Cardiff	Haliburton		8	1196	2	121	8	12
Monmouth	do		3	500			4	4
Galway	Peterboro'		20	2261	2	46	9	8
Bangor	Hastings	Chas. R. Stewart, Haliburton						2
McClure	do							
Wicklow	do		3	412				1
Carlow			4	551	2	200	3	4
Cashel			21	2512			1	8
Dungannon			12	1651	1	100	5½	7
Faraday			27	4030	1	95	16	9
Herschel	Hastings	J. R. Tait, L'Amable	10	1141	1	4	5½	2
Limerick			30	3641	1	100	3	12
Mayo			3	279			10	7
Monteagle			15	1954	3	4	8	4
Wollaston			13	1661	1	100	5	6

RETURN of the number of locatees and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of acres located.	Number of Purchasers.	Number of Acres sold.	Number of lots, the locations of which have been cancelled.	Number of Patents issued.
Abinger	Addington	G. W. Dawson, Plevna	3	398	.....	.....	1	2
Denbigh	do		17	1991	4	4	5	2
Canonto, South	Frontenac		7	874	2	137	.....	2
do North	do		.....	.....	.....	.....	.....	.....
Clarendon	do		26	3219	3	28	8½	5
Miller	do		3	377	1	10	3	2
Palmerston	do		20	3156	2	7	5½	7
Algona, North	Renfrew	Jas. Reeves, Eganville	1	200	.....	.....	.....	4
do South			18	2135	3	120	2½	4
Brougham			2	155	.....	.....	.....	1
Grattan			9	1318	3	206	4	7
Hagarty			16	1916	5	56	5½	9
Richards			1	99	1	100	.....	1
Wilberforce			16	1745	2	105	6	12
Brudenell	Renfrew	John Whelan, Brudenell	6	899	1	3	3	3
Griffith			1	100	.....	.....	.....	.....
Lyndoch			2	282	1	53	3	1
Matawatchan			1	100	.....	.....	.....	.....
Radcliffe			.....	.....	.....	.....	.....	.....
Raglan			.....	.....	.....	.....	1	1
Sebastopol			17	1937	1	100	2½	6
Sherwood			.....	.....	.....	.....	4	2
Alice	Renfrew	A. Kennedy, Pembroke	17	1796	3	300	6	11
Buchanan			2	205	.....	.....	7	3
Fraser			3	300	.....	.....	.....	.....
Head			5	545	1	100	1	2
Maria			2	356	.....	.....	.....	1
McKay			.....	.....	.....	.....	1	.....
Petewawa			5	600	3	146	8½	1
Rolph			5	663	1	72	6	.....
Wylie			5	572	.....	.....	6	2
Pembroke and Mattawan Road			3	587	1	160	1	.....

Bonfield	Nipissing	B. J. Gilligan, Mattawa	95	12,997	.....	.....	.....	.....
Calvin			42	6,146	1	23	.....	.....
Ferris			33	4,330	3	211	.....	.....
Mattawan			1	101	.....	.....	1	.....
Papineau			24	4,298	.....	.....	1	.....
Awères	Algoma	C. P. Brown, Sault Ste. Marie.	.....	.....	.....	.....	.....	.....
Korah			3	481	.....	.....	.....	4
Parke			2	320	.....	.....	6	.....
Prince			4	631	.....	.....	1	2
Plummer	Algoma	J. F. Day, Bruce Mines	5	762	.....	.....	5	14
St. Joseph's Island	Algoma	A. G. Duncan, Marksville	29	3,508	2	101	29	55
Oliver	Thunder Bay	Amos Wright, Port Arthur	5	808	3	9	3	8
Paipoonge			.....	.....	.....	.....	.....	1
Blake			.....	.....	.....	.....	.....	.....
Crooks			.....	.....	.....	.....	.....	.....
Dawson Road			.....	.....	.....	.....	.....	.....
Total			1,157	161,964	125	5,809	635	609

JOSEPH J. MURPHY,
Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1884.

APPENDIX No. 11.

STATEMENT of the Number of Letters received and mailed by the Department in 1881, 1882, 1883 and 1884.

YEARS.	BRANCHES.					Transferred to other Departments.	Total.	Names indexed.	Enclosures.	Orders in Council.	Returned—not called for at address.	Mailed from the Department.
	Sales and Free Grants.	Accountants.	Surveyors.	Woods and Forests.	Colonization Roads.							
1881	8,394	1,632	1,147	2,743	1,659	39	16,614	19,000	29,000	22	28	19,369
1882	9,075	1,709	1,186	2,530	1,948	54	16,502	20,000	30,000	36	41	19,770
1883	8,547	1,452	1,333	2,394	2,750	39	16,515	20,000	30,000	14	24	19,511
1884	8,723	1,214	1,263	2,106	2,796	19	16,121	20,000	30,000	18	42	19,661

THOS. H. JOHNSON,
Assistant Commissioner.

JOHN MORPHY,
Registrar.

TORONTO, December 31, 1884.

APPENDIX NO. 12.

PATENTS BRANCH.

NUMBER OF PATENTS ISSUED DURING THE YEAR 1884:

1,312.

EDWARD FOX, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1884.

APPENDIX No. 13.

STATEMENT of Municipal Surveys confirmed during the year 1884.

No.	NAME OF SURVEYOR.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	James Dickson	510	27th February, 1883.....	Survey of lots 9 and 10, in the 11th concession of the Township of Scugog.....	15th April, 1884.
2	C. G. Hanning	522	25th July, 1884	Survey of lots 5 and 6, in the 9th concession of the Township of Pickering	18th October, 1884.

GEORGE B. KIRKPATRICK,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1884.

APPENDIX No. 14.

STATEMENT of Municipal Surveys for which Instructions were issued during the year 1884.

No.	NAME OF SURVEYOR.	No.	Date of Instruction.	Description of Survey.	Date when Confirmed.
1	Charles Unwin.....	517	23rd January, 1884.....	Survey of that portion of Yonge Street, in the Township of E. Gwillimbury, lying north of lot No. 115, up to the north boundary of the Township, and planting durable monuments thereon.....	
2	Charles Unwin.....	518	5th March, 1884.....	Survey and planting of durable monuments at the front angles of the lots on Yonge Street, in the Township of East Gwillimbury, north of lot No. 115, to the boundary between the Townships of East and North Gwillimbury	
3	James Dickson.....	519	29th March, 1883.....	Survey of lots Nos. 18 and 19, in the 11th concession of the Township of Emily, and to plant durable monuments at the front and rear angles of said lots on each side of the allowance for road between said lots	
4	Alexander Davidson	520	9th May, 1884.....	Survey of lots Nos. 19, 20 and 21, in the 10th concession of the Township of Enniskillen, and to plant durable monuments at the front and rear angles of said lots...	
5	J. G. Sing.....	521	27th June, 1884.....	Survey of line between concession A and adjoining concession in the Township of Osprey, and to plant durable monuments at the rear angles of lots in said concession A, and at the north-east and south-east angles of lot 37 in each of the concessions numbered 4 to 14 inclusive in said Township	
6	C. G. Hanning.....	522	25th July, 1884.....	Survey of lots Nos. 5 and 6, in the 9th concession of the Township of Pickering, and to plant durable monuments at the front and rear angles of said lots.....	18th October, 1884.
7	C. G. Hanning.....	523	20th December, 1884.....	Survey of lots Nos. 11 and 12, in the 9th concession of the Township of Pickering, and to plant durable monuments at the front and rear angles of said lots ..	
8	Alfred Howitt	524	21st December, 1884.....	Survey of lots Nos. 22 to 32 inclusive, in the 1st concession of the Township of Eramosa, and to plant durable monuments at the front angles of said lots, fronting on the Town line between the Townships of of Nichol and Eramosa.....	

GEORGE B. KIRKPATRICK,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1884.

APPENDIX No. 15

STATEMENT of Crown Land Surveys completed and closed during the year 1884.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Paid.	No. of Acres.
				$ c.	
1	16th Feb., 1882	David Beatty	Outlines of Timber Berths on north shore of Lake Huron	847 53	
2	17th May, 1883	Jas. W. Fitzgerald	Township of Boyd	97 82	
3	23rd May, 1884	Thos. Byrne	Township of Lister	3,697 05	52,815
4	23rd May, 1884	Jas. Dickson	Township of Bishop	3,397 24	48,532
5	23rd May, 1884	Alexander Niven	Township of Phelps	3,406 20	48,660
6	23rd May, 1884	George Rainboth	Township of Merrick	1,651 58	23,594
7	23rd May, 1884	Willis Chipman	Township of Mulock	1,649 83	23,569
8	23rd May, 1884	Silas James	Township of Grant	1,606 43	22,949
9	23rd May, 1884	Elihu Stewart	Townships of Lorne and Louise	3,348 03	47,829
10	23rd May, 1884	W. R. Burke	Township of Denison	1,669 29	23,847
11	23rd May, 1884	W. O. Johnson	Township of Drury	1,691 34	24,162
12	23rd May, 1884	Isaac L. Bowman	Township of Rayside	1,481 00	21,157
13	23rd May, 1884	T. O. Bolger	Township of Morin	1,611 40	23,020
14	23rd May, 1884	Joseph DeGursé	Township of Balfour	1,609 30	22,990
15	4th June, 1884	T. O. Bolger	Block of land south of Salter	583 65	
16	4th June, 1884	T. O. Bolger	Farm lots near Wallace Mine, Lake Huron	253 50	
17	3rd April, 1884	R. T. Pope	Partial surveys in the Township of Himsworth and Nipissing	146 95	
18		James Warren	Survey of Lot 4, Concession VI., in the Township of Plummer	13 00	
			24th November, 1884, Wm. Margach to pay for survey of certain Timber Limits, Thunder Bay District	350 00	
			18th December, 1884, Charles Potter, for repairs surveying instruments	12 75	
				$29,123 89	383,124

GEORGE KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1884.

APPENDIX No. 16.

STATEMENT of Crown Lands Surveys in progress and amounts advanced up to date.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Advanced.
				$ c.
1	16th July, 1883	G. B. Abrey	Township of Nairn	500 00
2	23rd May, 1884	John McAree	Township of Creighton	1,600 00
3	23rd May, 1884	Francis Bolger	Township of Fairbank	1,650 00
4	23rd May, 1884	Jas. W. Fitzgerald	Township of Cameron	4,700 00
5	23rd May, 1884	G. B. Abrey	Township of Baldwin	900 00
			Dec. 31st, 1884, Messrs. Copp, Clark & Co., for Lithographed Maps	526 11
				$9,876 11

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1884.

APPENDIX No. 17.

STATEMENT of Mineral Lands which have been patented in unsurveyed territory on the North Shores of Lakes Superior and Huron, in the District of Thunder Bay, during the year 1884.

No.	No. of Description.	PATENTEE.	Description of Mining Tract.	Acres.	Amount.	Date of Patent.
					$ cts.	
1	1603	Daniel McPhee, and T. A. Keefer	Mining Locations R 43 and R 44, south of the Township of Paipoonge	640	640 00	23rd July, 1884.
2	1607	O. Daunais, D. McPhee, and T. A. Keefer	Mining Location R 47, south of the Township of Paipoonge	80	80 00	23rd July, 1884.
3	1604	Henri E. Langis	Mining Location R 29, Rabbit Mountain, south-west of the Township of Paipoonge	80	80 00	23rd July, 1884.
4	1605	Henri E. Langis	Mining Locations R 26, R 27, R 28, Rabbit Mountain, south-west of the Township of Paipoonge	230	230 00	23rd July, 1884.
5	1621	Superior Mining and Land Co	Island No. 1, opposite Location 7 E, in the Township of Macgregor.	87/100	5 00	25th August, 1884.
6	1636	Oliver Daunais	Mining Locations R 55 and R 56, near Whitefish Lake	160	160 00	22nd September, 1884.
7	1637	Oliver Daunais	Mining Location R 53, near Whitefish Lake	160	160 00	22nd September, 1884.
8	1638	Oliver Daunais	Mining Location R 54, near Whitefish Lake	80	80 00	22nd September, 1884.
9	1639	Oliver Daunais	Mining Location R 57, near Whitefish Lake	80	80 00	22nd September, 1884.
10	1640	William H. Laird	Mining Location R 14, Vert Island, Neepigon Bay	133 100/100	133 00	1st October, 1884.
11	1641	William H. Laird	Mining Location R 13, Vert Island, Neepigon Bay	237	237 00	22nd September, 1884.
12	1642	W. R. Gammond, J. G. Maxwell, and Isaac Kauffman.	Mining Location 163 T. north of the Dawson Road	80	80 00	1st October, 1884.
13	1655	J. Kauffman, W. R. Gammond, and J. G. Maxwell.	Mining Location 164 T, north of the Dawson Road	80	80 00	16th October, 1884.

14	1658	Richard Tretheway et al....	Mining Location 178 T, Silver Mountain, near Whitefish Lake.....	160	160 00	4th November, 1884.
15	1659	William H. Laird.....	Mining Location R 60, near Whitefish Lake.....	80	80 00	11th November, 1884.
16	1660	Adiel S. Hall.....	Mining Location R 70, north-east of Whitefish Lake.....	160	160 00	7th November, 1884.
17	1667	William W. Braden.....	Mining Locations 170 T and 172 T, north of Whitefish Lake.....	160	160 00	4th December, 1884.
18	1668	John McGuire	Mining Location 175 T, north of Whitefish Lake.....	147	147 00	28th November, 1884.
19	1669	Charles G. Kimball	Mining Locations 171 T, 173 T, and 174 T, north of Whitefish Lake.	319	319 00	27th November, 1884.
20	1675	Simon J. Dawson	Mining Location R 63, north-east of Whitefish Lake.....	80	80 00	16th December, 1884.
21	1676	Thos. Harback Hurlbert....	Mining Locations R 80 and R 81, south-east of Whitefish Lake	160	160 00	17th December, 1884.
22	1678	Simon J. Dawson	Mining Location R 64, north-east of Whitefish Lake	160	160 00	22nd December, 1884.
23	1679	Simon J. Dawson	Mining Location R 62, north-east of Whitefish Lake.....	80	80 00	24th December, 1884.
				3,547 62	$3,551 00	

GEORGE P. KIRKPATRICK,
Chief Clerk in Charge.

THOS. H. JOHNSON.
Assistant Commissioner.

Department of Crown Lands,
Toronto, December 31st, 1884.

APPENDIX No. 18.

STATEMENT of Work performed in the Survey Branch, during the year 1884.

No.

1.—22 Instructions and Letters of Instructions for Surveys prepared and entered.

2.—19 Crown Surveys examined, completed and closed.

3.—19 Surveyors' Accounts for Surveys audited and closed.

4.— 8 Reports to Council relative to Municipal Surveys drawn up and entered.

5.— 8 Instructions for Municipal Surveys prepared and entered.

6.— 2 Municipal Surveys examined and confirmed.

7.—33 Plans of Mining Locations examined.

8.—161 Plans of Private Surveys examined.

9.—581 Plans compiled and copied.

10.—50 Plans to accompany Instructions.

11.—688 Letters relative to Surveys prepared, written, and entered.

12.—149 Letters relative to Mining prepared, written, and entered.

13.—1950 Pages of Field Notes copied.

14.—24 Railway Plans and Books of Reference examined and certified.

15.—1312 Patents issued during the year ending 31st December, 1884

NOTE.—The foregoing Statement does not account for the time spent in furnishing information to parties applying personally at the Survey Branch, who are unable to obtain the information they require without assistance; much careful research into the old correspondence, plans, field notes and other documents, being necessary in order to ensure reliability in the information given, which is frequently used as legal evidence in Courts of Law in disputed cases.

THOS. H JOHNSON,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1884.

APPENDIX No. 19.

STATEMENT of the Names of Candidates who have passed their Examinations before the Board of Examiners of Land Surveyors for Ontario, during the year 1884.

PRELIMINARY CANDIDATES PASSED.

Frederick Fraser Miller.
William Charles Kirkland.
Nelson Thomas Ritchie.
Robert Stratton Latimer.
Aaron Loughead.
Allan Ross Davis.
Robert Thornton Johnson.

FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

John Arbuthnot Cadenhead, Fergus.
Duncan MacPherson, Ottawa.
George Alphonso Mountain, D.L.S., Ottawa.
Walter Stanley Davidson, Arkona.
Harry Freeman Bray, D.L.S., Oakville.
William James Deans, Oshawa.
James Hobbs, London.
Robert Alexander Wilson, D.L.S., Cornwall.

The Board of Examiners of Land Surveyors, for Ontario, meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of January, April, July, and October, in every year, unless such Monday be a holiday (in which case it meets on the day next thereafter, not being a holiday.) Section 6, Chapter 146, Revised Statutes of Ontario.

PRELIMINARY EXAMINATION.

All persons, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects, viz: Vulgar and Decimal Fractions, Extraction of Square and Cube Root, Practical Geometry, Euclid, Plane and Spherical Trigonometry, Mensuration of Superficies, and the use of Logarithms; correct Spelling and good Writing required.

FINAL EXAMINATION.

Final Candidates, before obtaining a License to practise, undergo a strict and searching examination before the Board of Examiners as to their proficiency in Euclid; Plane and Spherical Trigonometry; Calculations of Areas by means of the Traverse Tables, etc.; Laying out and dividing up of Land; the adjustment and use of the Transit or Theodolite; Astronomy, including the calculations necessary to determine the latitude by meridian altitude of the sun, moon, or stars, or by double altitudes; Method of determining Time; of finding the time when any star passes the Meridian, with the time of its Elongation; Azimuth Angle, and Variation of the Compass; the Method of Keeping Field Notes; Drawing up Descriptions by Metes and Bounds for insertion in Deeds; taking Affidavits in the matter of Disputed Boundaries; the Law regulating Surveys; Geology; and also as to their proficiency as Draughtsmen.

THOS. H. JOHNSON,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1884.

APPENDIX No. 20.

CROWN LANDS AGENCY,
KINGSTON, 26th January, 1885.

SIR,—I have the honour to report for your information the following in regard to mines and minerals in the counties of Frontenac, Lanark, Carleton and Renfrew, for the year 1884, viz. :—

PHOSPHATES.

From Loughboro' and Storrington Townships	988 tons.
" North Burgess	1,147 "
Total shipped	2,135 tons.
Quantity now lying at mines in Burgess Township	700 "
" " Oso Township	450 "
Total output	3,285 tons.

Shipments of above were made as follows, viz. :—

To Europe	1,312 tons.
" Philadelphia	623 "
" Chicago	150 "
" Brockville Superphosphate Works	50 "
Total	2,135 tons.

Owing to the low price of phosphates (say from $10 to $12 per ton free on board), this interest has not been pushed during the past year.

IRON ORE.

From Wilbur Mine, Lavant Township	9,200 tons.
" Zanesville Mine, Bedford Township	4,700 "
" Ottawa District, via Rideau Canal	617 "
" Calabogie Mine, Bagot Township	577 "
Total shipped to United States	15,094 tons.
Quantity mined at Boyd-Caldwell Mine, not forwarded	3,000 "
Total output of Iron Ore	18,094 tons.

On account of the depressed state of the iron markets, the mines in Eastern Ontario have been worked to a very limited extent during the past two years.

GALENA.

From Fitzroy Township, County of Carleton..... $293\frac{852}{2000}$ tons.

This was manufactured into lead at the Kingston Smelting Works, yielding 2,883 pigs, or $155\frac{296}{2000}$ tons pure lead. New crushers and other machinery are now being put into working order at the above-named lead mines (situated about seven miles east of Arnprior), which will largely increase the output, and it is hoped the Kingston Smelting Works will be kept constantly working from April next.

MICA.

A superior quality of mica has been discovered recently in the Township of Miller. One of the mines in this township has been sold to W. E. Brown, of Ottawa, for $4,000,

and is to be largely worked. There is also one adjoining the above, or in close proximity to it, owned by Messrs. Richardson & Sons, which has been worked to a limited extent, and found to be of excellent quality. In South Burgess there is a good show of mica, but the mines have not yet been developed.

About ten tons of mica have been mined in Loughboro' Township during the past year and disposed of in the American and Canadian markets.

Zanesville Iron Mine.

This mine is four miles from Bedford station of the Kingston and Pembroke Railway, with branch line into the mine, which is situated on the shore of Thirteen Island Lake, with shaft sunk to the depth of 200 feet. The machinery is driven by steam, with air compresser, capable of driving fifteen drills. The hoist loads ore direct from the shaft on Kingston and Pembroke Railway cars. Value of machinery, $10,000. Owing to the depression in the iron market there were only from ten to fifteen men employed during the past year, whereas if the machinery were worked to its full capacity 100 men would be required.

Robertsville Iron Mine.

The Robertsville Mine, in Township of Palmerston, on line of the Kingston and Pembroke Railway, with shaft sunk to a depth of nearly 200 feet, has machinery valued at $8,000. Very large quantities of ore have been taken from this mine in past years, but during 1884 it has not been worked to any extent.

Wilbur Iron Mine.

This mine is in the Township of Lavant, and on the line of the Kingston and Pembroke Railway—worked by the Bethlehem Iron Company—and the ore forwarded to their works in Pennsylvania, for the manufacture of Bessemer steel. The shaft is sunk to a depth of about 200 feet, mine opened about 350 feet in length underground, has all necessary machinery for successful mining, including 40-horse power boiler, with air compresser, two portable 15-horse power boilers and Ledgewood hoist. This machinery is capable of 3,000 tons output per month, if worked to full capacity. Quality of ore say 55 per cent. metallic iron.

Boyd-Caldwell Iron Mine.

This is adjoining the Wilbur Mine, and on same vein, sunk to a depth of about 200 feet; has been worked with steam drills, by a 15-horse power boiler. Hoist lands the ore on platform of Kingston and Pembroke Railway. No ore has been forwarded from this mine, during the past year, but there is an output of about 3,000 tons ore ready for shipment.

Caldwell and Gildersleeve Iron Mine.

This mine is a half-mile distant from Flower station, Kingston and Pembroke Railway, Township of Lavant, and has been worked with drills by a 25-horse power boiler. Shaft sunk to a depth of eighty feet, but no mining has been done during 1884.

Radenhurst Iron Mine.

The Radenhurst Mine is about three-forths of a mile from Flower station, and believed to be the same vein as the Caldwell-Gildersleeve Mine; is sunk to a depth of eighty feet. Drills worked by two boilers of 10-horse power each.

Calabogie Mining Company.

There are three shafts sunk on east side of Grassy Bay, at Calabogie Lake, Township of Bagot, about one-fourth, one and a-half, and one and three-fourth miles respectively from Kingston and Pembroke Railway track. This mine has not been worked to any appreciable extent, not having any machinery.

Wilson-Martelle Iron Mine.

This mine is also on east side of Grassy Bay, Calabogie Lake, one mile from Kingston and Pembroke Railway. Shaft sunk to a depth of thirty feet; no steam-power used up to the present. Vein about 1,100 feet in length, as indicated by survey with magnetic needle, and lies in low land, covered with about ten feet of soil. The indications point to an improvement of the ore and decrease of silica as the shaft goes down.

Analysis of Ore taken from near the surface, by J. Blodgett Britton, 339 Walnut street, Philadelphia :—

Pure metallic iron	60.72
Oxygen with the iron	23.14
Water	.97
Silica	11.78
Sulphur	none
Phosphoric Acid { Phosphorus, 0.64 / Oxygen .... 0.84 }	0.148
Alumina	1.09
Lime	1.23
Magnesia	0.31
Oxide of Manganese	0.27
Undetermined matter and loss	0.342
	100.000

All of which is respectfully submitted.

I have the honour to be, sir,
Your obedient servant,

R. MACPHERSON,
Crown Lands Agent.

The Hon. T. B. Pardee,
Commissioner of Crown Lands, Toronto.

APPENDIX No. 21.

Madoc, 22nd January, 1885.

Sir,—I have the honour to forward you a statement of the operations for the past year of the Company with which I am connected, and a few observations which I have to offer on the iron ore business, both of which I trust will be interesting to your Department as well as the general public.

The greater part of the ore from the Coe Hill mine has been shipped to Cleveland, Ohio. This ore was then tested as to its suitability for the manufacture of steel rails. The usual test made is to allow for five defective rails out of every one hundred and twenty turned out, but I am glad to state, that the proportion on using this ore was only one in every one hundred and seventy-two. The test made proved it so satisfactory for this purpose, that a considerable quantity of the ore sold was placed to this use, but owing to slackness of orders for steel rails in the depressed state of the iron market during the past season, and the consequent curtailment in their production, one establishment used this ore entirely for making crucible steel—which is the higher grade of steel for making cutlery. We have many assurances that on the renewal of business we can place every ton of ore taken from this mine in good hands at paying prices.

Description of the Developments of the Coe Hill Mine.

The excavations already made on the surface of this deposit are a thousand feet long and from twenty to sixty feet wide.

There are now three shafts on the vein. Number one shaft is seventy-five deep, and is opened eighteen feet wide at the bottom from the hanging wall. There are no signs yet of the foot wall, and from all appearances this part of the deposit will prove to be of immense width. Everything taken out of this shaft has been ore of the finest quality—not a single load of rock has been separated from it. On the west end of the shaft and fourteen feet below the top or surface there is a drift driven thirty-eight feet. Close to the bottom of the shaft, there is another drift driven the same direction as the one above, and communication opened from it to the first drift by means of a wenze or small shaft. This has been done for the purpose of being better able to mine the ore, as also affording a pillar in end of shaft, for protecting the shaft from the blast of the holes, as well as keeping the foot and hanging wall in a firm position.

Number two shaft is 105 feet deep and is developed by means of drifts or tunnels in each end of shaft, also communication opened to the drifts by means of wenzes or small shafts, thus leaving pillars fourteen feet in thickness and from eighteen to thirty feet high, for the same purpose as number one shaft. This shaft is located 500 feet from number one, and shows a width of sixty-five feet of ore. We tested this part of the property with the diamond drill to the depth of 240 feet before sinking the shaft, and got at that depth sixty-five feet of ore.

Number three shaft is ninety-three feet deep and is also developed by means of drifts east and west of main or hoisting shaft, with pillars in each end of shaft the same as number one and two. Number three is situated 400 feet from number two.

First Operations Commenced.

The ore was first taken out of the mine by means of open cuttings on the side of the hill, and across the deposit, when the shafts were started, and it was found necessary to go below the bottom of the cuts, the ore was then raised to the surface by means of horse derricks and buckets; very soon steam power was procured and a twenty-five horse-power engine, with two hoisting drums, took the place of the horse power derricks to a very great advantage. After twelve months of constant work with this little engine, the chances for enlarging our staff of men began to increase, and the little engine was found to be inadequate for the work, and a larger plant of machinery was contracted for and bought. We have now a 24 by 36 inch cylinder engine from the Globe Iron Works, Cleveland, Ohio, with Webster's camp and Lane's band friction hoisting drums. The engine is 275 horse-power, and there are two new steel boilers 312 inches long by 54 inches diameter. The drums are supplied with $1\frac{1}{8}$ inch steel wire rope; at the end of this rope is an iron skip or tram car which holds 4,500 pounds of iron ore. This skip being let down the shaft by means of a brake on the drum, is loaded or filled by another tram car dumping its contents into it; then it is raised to the surface or top of the shaft by the engine, and dumps its contents into a shoot leading to railroad car, or into another tram car to be placed on stock tile, as convenient.

Employees and Horses.

The past season we have employed 150 men, but we purpose having 250 at work the coming season, as the developments we have lately made and are now preparing will afford room for the latter number to be at work and constantly employed the year round.

The engine and boiler houses are connected, the former being 62 by 34 and the latter 51 by 21. These were erected by Messrs. Rathbun & Sons, of Mill Point, under contract, and display unusual good material and workmanship. We have laid out a town plot into building lots, and have erected comfortable and attractive homes thereon for the miners and workmen in our employ. These are occupied by twenty-seven different families. They are double houses, and cost the company $1,900 per pair. Outside parties are buying lots from us and erecting stores and dwellings thereon. We donated to the municipality an acre, on which they have erected a township hall the past season. The timber is now being got out and lumber provided for the building of a church the coming season. I should mention that we have barn-room for ten teams.

We have until the close of navigation been running the mine night and day, and

purpose soon using the electric light for illuminating our shafts and lighting up our buildings. It is necessary that we should do this, as a preventative to accidents happening to miners passing over and to and from the different shafts, and it will, we think, pay us to use this light, as it will give the men better facilities for working in the shafts in the night time. We have a post-office established here, known as the Coe Hill P.O. We shipped about 30,000 tons of No. 1 ore the past season, and have besides in stock about the same quantity of No. 2 (mostly surface and selections from No. 1 ore out of the different shafts), which we contemplate manufacturing into charcoal pig. We have expended up to the last of the year in actual labour on this property the sum of $94,000.

Arthur Mine in Chandos.

We have done considerable work in opening up the Arthur mine. We have about eight miles of railway to build to get to this property. This is contemplated being done the coming season. We have made three different borings with the diamond drill, in all about 500 feet, on this deposit, and find from these the ore to be in great quantity, while its quality is excellent.

Cleveland Mining Company's Mine.

We have been very fortunate in making a new discovery of iron ore in Tudor. This is a large deposit, and has the advantage of being situated very near to the railway. An analysis of the ore shows sixty-four per cent. of metallic iron, no titanium and faint traces of sulphur and phosphorus. This analysis is made from an outcrop of surface ore.

We have this day started work here with the diamond drill. This will be followed up by clearing about ten acres for the purpose of building up a location the same as at Coe Hill. Our engineer has been over the ground, and located a branch from the main railway into the mine. The work of chopping out the right of way will be proceeded with at once. We intend working the mine vigorously the coming season, and expect to make large shipments from it.

The Baker Mine.

We have leased this mine, situated in the Township of Tudor, to some Cleveland gentlemen. Owing to the lateness of the season when they commenced work, little could be done besides stripping and making other preparations on the surface for active work the coming spring.

The Orton Mine.

This mine is situated on the Free Grants in the Township of Tudor. We have just removed our diamond drill from this mine, where it has been at work for a month past. This has proved an immense deposit, but contains a percentage of titanium. We hope to be able to sell a considerable amount per year of this ore, in small quantities, to large consumers to be mixed with other varieties of ore.

General Remarks.

The depressed state of the iron trade the past year has caused us to slacken operations in opening up new properties, but we hope that soon confidence in manufacturing circles will be restored and business activity again prevail.

There are now lying on the different docks of the United States upwards of a million tons of ore that was mined for last year's furnace supply which have not been used. This fact keeps the iron ore market in a very depressed state.

However, in looking over American statistics we have every reason to congratulate ourselves on the progress we have made in the iron ore trade.

On comparing the results of our business with the whole of the Marquette section—the great iron-producing district of Lake Superior—we find that the shipments there from 1852 to 1857 inclusive amounted only to 86,319 tons, an average of a little over 17,000 tons per year, while our first season's operations show shipments of 30,000 tons from one mine.

It may be interesting to you to know how the iron ore business from small beginnings has developed into such magnitude as it has now attained in the United States.

I will give you the figures for the Marquette district, which, as you see above, only produced in five years 86,319 tons. Following this the production was :—

From 1857 to 1862	346,013	tons.
" 1862 " 1867	1,064,754	"
" 1867 " 1872	3,288,614	"
" 1872 " 1877	4,983,426	"
" 1877 " 1881	7,873,317	"

The total contribution of Lake Superior ore to the close of 1881, produced by fifty-six different corporations, has been 17,642,443 tons, having a market value of $138,592,275. The product of 1882 will bring the grand aggregate up to 20,000,000 tons.

The capital employed in the Marquette district in the iron ore business is	$33,000,000
In the Menominee district	18,000,000
	$51,000,000

The Marquette district employs 9,000 men ; the Menominee district employs 5,000 men ; both mining districts support 50,000 people.

You will perceive from the above the great number of men employed in this business. From the first blow with the pick, the first handling of the hammer and the drill, all is labour. The work of mining the ore, placing it on the cars, thence on the vessels, employs an immense number of people. The wages paid out are represented by the happy homes in prosperous villages near the mining enterprises in the woods and forest, where schools and churches instruct and enliven a population of a section of country which but for this business would be nothing but bleak and barren hillside, and silent forest.

The results above enumerated are such as certainly must astonish every thinking man, but they are none the less true. From small beginnings it has grown to produce magnificent results. I hope to see the same increase take place in our own country, both as to the capital invested, the number of mines opened, as also in the employment of skilled and unskilled labour in this industry. A few years will certainly disclose a marked change, and if the progress made shows anything like the same results as the Lake Superior district has done, it will be highly gratifying and become a great factor in the future prosperity of Ontario. Our ores are eagerly sought after by the Americans, and the competition of Canadian ores with their own product is now engaging the attention of mine owners, who, however, cannot give the furnace proprietors an article as free from impurities and as cheap as we are able to do, and consequently will not be able to hold this market as soon as the facts become known.

I must also draw your attention to the fact that in the Lake Superior section there are three railroads leading from the mines to the ports of shipment. The capital now in use in the ore business by these are as follows :—

The Marquette, Houghton and Ontonagan	$4,500,000
Chicago and North-Western (Penn. Div.)	12,000,000
Detroit, Mackinaw and Marquette	2,825,000
	$19,325,000

The capital in the movement upon the lakes by vessels and steamers, on the basis of the production of 1881, is estimated at	$6,000,000

We will now add to the above results the ore business of four of the roads only, leading inland to furnaces from the harbours of Cleveland, Ashtabula and Erie :—

The N. Y., P. and O. R. R. uses capital in the business	$1,212,000
The Cleveland and Pittsburgh R. R.	2,048,000
The Ashtabula, Youngstown and Pittsburgh R. R.	1,241,602
The Erie and Pittsburgh R. R.	651,237
	$5,152,839

RECAPITULATION.

Mining	$51,000,000
R. R. transportation above	19,325,000
Lake transportation	6,000,000
R. R. transportation below	5,152,839
	$81,477,839

The beginning of the utilizing the mineral deposits of this section was made thirty years ago. The business shows signs of great prosperity, each year growing larger and larger, until now we see it using $81,000,000 capital and employing thousands of men yearly. I have brought forward these figures as not only shewing the importance of this business, but the possibilities in connection with its prosecution in a single section in Ontario.

The imports of iron ore into the United States from various countries were as follows during the respective years :—

In 1879	284,141	tons.
" 1880	493,408	"
" 1881	782,887	"
" 1882	589,655	"
" 1883	490,875	"

Canada being much nearer than other countries furnishing these ores, it may be safely presumed that she will be able to sell as cheap, if not cheaper, than they can, the ores required by American furnacemen, and thus get the greater share of this trade in the future, now that it has once been opened up.

We may look forward to this the more confidently, as our iron ore, owing to its being low in phosphorus, is peculiarly fitted for the manufacture of Bessemer steel rails, an industry which has grown into such prominence during the past four years, having almost entirely superseded the manufacture of iron rails.

The following is a summary of this production during the past five years :—

Year.	Iron Rails.	Bessemer Steel.
In 1879	420,160 tons.	683,964 tons.
" 1880	493,762 "	954,460 "
" 1881	488,581 "	1,330,302 "
" 1882	227,874 "	1,438,155 "
" 1883	64,954 "	1,286,554 "

The production of Bessemer steel in the United States reached the highest point in 1882, when 1,696,450 net tons of ingots were produced. In 1883 the production amounted to 1,654,627 net tons, or 41,823 tons less than in 1882. This was the first decrease that has occurred in the history of the Bessemer steel industry.

The miscellaneous forms in which Bessemer steel is used now embrace steel for bridges and structural purposes generally, car and locomotive springs, angles and other shapes for shipbuilding, agricultural implements and machinery, plates and sheets, wire rods and nails.

Furnaces.

It has been my ambition to get a furnace into operation, by which we could smelt at home a considerable portion of our iron ore. In fact, the building of a furnace is a necessity in our business, as we have in sorting our ores to lay aside such grades as will not pay for shipment. The cost of mining, hoisting, and sorting these ores would be lost entirely were we not to use them; they amount to about fifteen per cent. of the whole quantity mined. These ores cost just as much as No. 1 ore, and while the metallic iron itself they contain, is just as rich as No. 1, they are too lean to pay the cost of transportation, not usually averaging over fifty per cent. In every mine we open there will be at least 20,000 tons of this material, and a considerable quantity yearly thereafter. Now it is to our interest to make use of these just as well as other or best quality of ore, and to do so we must have furnaces to smelt them. The question will be asked, why have you not done so? In answer I may say, for two reasons: Our time has been occupied in opening up mines and making freight for the railway, and doing a variety of work which is preliminary to every mining enterprise, such as constructing pockets for the ore, building up our location, and other matters comprising a variety of details which it is almost impossible to enumerate. Another reason is, that the iron trade has been in a very depressed state, values have seriously fallen with large stocks on hand, which it would be ruinous to try and compete against. Confidence has been seriously impaired, and even enterprizes based upon sound principles, backed with immense capital, have been compelled to move with great caution. Under the circumstances we have been compelled to do what, if we had consulted our own desires rather than the commercial outlook, we would have preferred not to have done, to defer for a period the erection and using of a charcoal furnace in connection with our business. But there has been no time lost in this matter, as we consider it very necessary to have a large accumulation of ore on hand before starting a furnace; our estimate for a furnace being based upon the No. 2 ore production of five mines.

Railway.

I shall now proceed to consider the question of the Ontario Central Railway, which was built in order to develop the mineral resources of the section of country through which it passes, as well as for the accommodation of the general public; but will first illustrate the way similar enterprizes have been treated in the United States.

The Marquette, Houghton and Ontonagon Railway is a line about ninety miles in length, including its branches. This was the pioneer line in the famous iron fields of Marquette County, Lake Superior. A large land grant subsidy both from the general Government and the State of Michigan was given to the road, and by which the road was aided more than three million dollars. The North-Western Railway also received large aid in the way of land grants. The Detroit, Mackinaw and Marquette Railway, which now reaches these iron mines, likewise received a large land grant.

The Duluth and Iron Range Railway, completed last summer from Two Harbours, on the north shore of Lake Superior, to Vermillion Lake Iron Mines, a line about seventy-five miles in length, received a land grant from the State of Minnesota, the pine alone from which was more than sufficient to pay the entire expense of the road; a sum considerably in excess of two millions of dollars, all the mines being given as well to the company. We lay down our ore on the docks at Cleveland, beside the product of these subsidized companies and pay a tariff charge of seventy-five cents per ton to the United States Government for the privilege of doing it. In marked contrast is the policy of the United States in developing these great natural storehouses of wealth, to that pursued towards our company in attempting to develop a similar enterprize. We have not received one dollar of aid from Government, municipality or individual, but fault has been found with us for buying less than one-tenth the amount of lands given to any one of the companies named, for which the Government had never been able to find a purchaser. How can it be hoped that enterprizes of this kind in their infant state can flourish without the fostering aid of the Government, similar to that given like enterprizes in adjoining countries. A railway has never been built nor works like ours attempted to be prosecuted,

outside our own company, without assistance of some kind. If the Government desire the success of this and kindred enterprizes, we feel it ought to treat us, as all other enterprizes of this kind, which have succeeded, have been treated both in this country and in the United States. The money paid for these lands is paid under a feeling of protest, as we think the Government is exacting outside pay for what it could and should freely give us. If the results indicated by the figures above given are more desirable than the stale barren rocky ridges in their natural state, through which our road passes, and in which our mines are located, we hope that the Government will indicate its appreciation of them by giving such aid as is easily within its power, by refunding the money paid for these lands.

THE MINERAL BELT OF ONTARIO,

extending from Lake Nipissing to the Ottawa River, comprises ten times the area of any known mineral territory in the United States, but there is this difference, in our country the process of development has only commenced, while in the States the minerals have been opened out and the mining industry long since passed the experimental stage. The building of the Central Ontario Railway has done a great deal to encourage enterprize on the part of prospectors and mine owners in the section through which it passes by providing means and facilities for the ready transportation of ore and supplies. There is a necessity for similar roads every thirty miles distant between Nipissing and Ottawa, and there would be a business similar to that now done by the Central Ontario for each of these roads when built. I believe if the interior of the country was opened up by lines of railway branching from the Canada Pacific Railroad they would not only pay but prove an immense feeder to that road, which would then be the backbone of a system running into and developing the great mineral belt of the interior, the products of which would thus find an outlet to the markets of the world, and the results would soon show themselves in the marked increase of Ontario's wealth and population.

It is a subject which will eventually attract public attention, and when the magnitude and importance of the interests involved are fully known, it will be a matter of surprise that these opportunities should have been so long neglected and unimproved. Before concluding, I may say that the import duty now paid by shippers to the American Government on iron ore is a serious drawback to the successful carrying on of this trade. I should like very much to see reciprocity in natural products established between the two countries, which would remove this embargo and put us on more equal terms with the ore-producing interests of the Lake Superior sections.

I cannot but again advert to the facts, that the iron ore business gives a new employment to a large and very desirable element in any country, as the miners are for the most part a hardy, frugal and industrious class, and also, that this business employs a large capital, which, when once invested, remains invested permanently.

Very truly yours,

W. COE.

Hon. T. B. PARDEE,
Commissioner of Crown Lands,
Toronto

SURVEYORS' REPORTS.

(Appendix No. 22.)

DISTRICT OF NIPISSING.

Township of Bishop.

Fenelon Falls, Ontario,
15th November, 1884.

Sir,—I have the honor to report that in compliance with your instructions dated the 23rd day of May, 1884,—I have made a survey of the Township of Bishop, in the District of Nipissing, into farm lots of one hundred acres each, and beg leave to submit the following report, together with the plan and field notes thereof.

I commenced the survey by measuring one hundred chains east on the south boundary from the south-west angle of the Township, to establish the line between lots five and six; and after taking an observation on the night of the 8th of July, I ran this line to that between concessions two and three, on the astronomical bearing given in my instructions. I then moved my camp to near this point and ran the line between those two concessions, as per instructions, to the west boundary and east to the line between lots ten and eleven, and also produced the line between lots numbers five and six to the line between concessions four and five, then moving my camp east to side line ten and eleven. I ran this latter line to the north boundary, moving my camp along it to the line between concessions twelve and thirteen, finishing all the work as I went, as far east as the shore of the Petewawa waters, thence moving east on that line to the line between lots number thirty and thirty-one. I moved south on this latter line finishing the survey at south-east corner of the Township.

As in all countries where the formation is Laurentian, the surface is very undulating, there being only small tracts of level land; but although it is nearly all rolling, there are not many high hills or mountains, very few having an elevation of more than forty or fifty feet above the water level.

About twenty-five per cent. of the land is fit for agricultural purposes, the greater portion of it being in concessions four, five, six and seven, and along the north boundary. A small portion of the township near the west boundary and south of White Pine Creek, also a strip along part of the west shore of White Trout Lake, has been burnt over a number of years ago; all the balance of it is covered with a dense growth of timber, that on the east side of the waters of the Petewawa being chiefly hardwood, maple and birch predominating, except a small tract in the south-east corner and along and extending a short distance inland from the water, where there is or rather has been a large quantity of pine; on the west side of the river, and north of White Pine Creek, the prevailing timber is white pine of a large and sound quality, especially west of Red Pine and Burnt Lakes, and will make a valuable timber limit. South of White Pine Creek the timber is mostly hardwood, mixed with hemlock and balsam, with cedar, tamarac and spruce in the swamps, with scattering of white pine all through it. In this part of the township there has been a large quantity of both square timber and saw-logs taken off a number of years ago. It has been cut in a very careless and extravagant manner, the best trees only having been taken out, while there are hundreds of saw-logs and many pieces of large square timber now lying rotting at the stumps or on the skidways. On the east side of the river the pine has been almost all removed, a considerable quantity having been cut last winter by McLachlin Brothers of Arnprior.

About one-eighth of the township is water, but although it forms such a large percentage of the whole, there are fewer small lakes than I have found in any of the town-

ships in that district, Lake Shippagew on the west and Lake La Muir on the east of the Petewawa being the only two of any size off the river.

The township is intersected from south to north by the Petewawa River, which is here composed of a chain of lakes, with only a few chains of river between. White Trout Lake on the south boundary is a beautiful sheet of water, extending east and west from lot number six to lot number thirty, and north a short distance into the fifth concession. At its outlet there is a new dam, built last spring by McLachlin Brothers, on lot number twenty in the fifth concession, evidently for the purpose of saving water, as there are only a few feet of a fall. At the foot of the small pond, and below the dam, there is another short rapid and a few feet of fall, which empties into Long Lake, immediately opposite the mouth of White Pine Creek. This lake extends northerly to near the line between concessions eight and nine, and is on lots seventeen, eighteen and nineteen, where it narrows down to a stream a little over a chain wide, with two or three small ponds and two short rapids before entering Red Pine Lake on lot number twenty-one, in the tenth concession. This lake is all on the eighth, ninth, tenth and eleventh concessions, and extends east to lot twenty-eight. At its north end there is a short narrows a few chains wide, when we entered Burnt Lake, a beautiful sheet of water extending in a number of picturesque bays as far west as lot number eighteen and east to lot number twenty-six, and across the north boundary into the township of Osler, whence after keeping a north-east course for a short distance it bends towards the south-east, and cuts off a few acres of the north-east corner of the township of Bishop. Lake La Muir, which lies in the sixth, seventh and eighth concessions, and from lot twenty-five to and some distance across the east boundary, is also a fine sheet of water emptying into the Petewawa River. The lakes are all beautiful deep, clear water, abounding with the finest variety of fish.

It is a matter of surprise that so few tourists and seekers after romantic scenery visit the head waters of the Muskoka—Petewawa and Madawaska Rivers. They are only a short distance from the settlement and easily accessible by canoes, and the portages on the Muskoka are of a trifling character, while every bend of the river unfolds some new beauty of mountain, forest or stream; while the lakes, though not so long as those further down, are unrivalled for beauty of scenery, and it may literally be called a sportsman's paradise, the woods abounding with moose and red deer, bears, wolves, and the various fur-bearing animals, the lakes and large creeks with the largest and most palatable varieties of speckled and salmon trout, which can be had in abundance either by fishing with the hook and line, or by setting a night line.

The only means of access to the township at present is either by the Muskoka or Petewawa Rivers.

I have the honour to be, Sir,
Your obedient servant,

JAMES DICKSON,
Provincial Land Surveyor.

The Hon. T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 23.)

DISTRICT OF NIPISSING.

Township of Lister.

Sarnia, Ontario,
September 24th, 1884.

Sir,—I have the honour to report that in compliance with your instructions, dated May 23rd, 1884, I have completed the survey of the Township of Lister into farm lots of one hundred acres each.

After taking an observation of Polaris, at the south-west corner of the township, on

the 11th day of June, I ran the south boundary N. 69° 08″ 20′ E. astronomically, making it the base of the survey; thence laying off the various side lines and concession lines in accordance with the instructions and projected plan.

I may here observe that in running the south boundary I experienced considerable difficulty with drowned lands, caused by a dam at the foot of Catfish Lake, from lot 14 to 18, the water being from four to six feet deep amongst the timber at this point. I found it necessary to offset the line a distance of about seven chains north in order to plant the posts for the lots on the first concession.

About two-thirds of the area of this township was burnt over at different times, and is now covered with a dense growth of scrub pine, balsam, white birch, poplar and cherry.

The largest tract of green timber is found in the south-eastern part of the township, from lot number fourteen to lot number thirty-six, concessions one to four. Although hilly the soil is a good sandy loam, well suited for agricultural purposes. The timber is maple, beech, birch, pine, balsam and hemlock. Another good tract of green timber is found between the Petewawa and the Nipissing rivers, east of side line twenty-five and twenty six; this is so far the best tract of land in the township, being very level, with a good sandy loam soil, well suited for farming purposes. The timber is principally hardwood, with some very good pine.

That portion lying to the north of the Nipissing River, and east of side line fifteen and sixteen, is broken and rocky, with mostly green timber, with occasional burnt patches, the timber being principally white and red pine of a very good quality. That portion lying to the west of side line fifteen and sixteen is a level burnt country with scarcely a swamp or stream, the soil being coarse sand full of boulders.

This township is well watered by numerous lakes and rivers. The Petewawa river enters it near the south-west corner, and flowing north-easterly, expands into Catfish Lake, thence with numerous rapids and falls it flows into Cedar Lake on lot number thirty-six in the ninth concession.

The Nipissing is a stream of considerable size, varying in width from one to four chains, with a strong current, and so shallow that in most places we had no difficulty in chaining over it.

These waters are well stocked with abundance of trout, pickerel, and whitefish, and the woods abound with moose, red deer, bear, and small game. There is scarcely a lot in the whole township on which we did not find traces of lumbering; some very old and some as late as last winter.

Thistle and Carsley's depot and farm on lots numbers thirty-five and thirty-six, concessions twelve and thirteen, is the centre of a large lumbering district.

I saw no traces of valuable minerals. The geological formation is the usual Laurentian prevailing in this region.

There are no settlers in this township.

I have the honour to be, Sir,
Your obedient servant,

(Signed) THOMAS BYRNE,
Provincial Land Surveyor.

The Honourable T. P. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix 24*).

DISTRICT OF NIPISSING.

TOWNSHIP OF BOYD.

PETERBORO', ONTARIO,
January 28th, 1884.

SIR,—In obedience to your instructions, dated 17th May, 1883, to survey the Township of Boyd, I have the honour to report that I have performed that service in accordance

therewith, and now beg to submit the returns, all of which may, I trust, be found satisfactory.

Having made up my party and got the necessary supplies into the township, I commenced the survey on the 28th August.

On that day I took an observation of the sun for ascertaining latitude, azimuth, etc., at the south-west angle of the township, the calculations for which will be found elsewhere.

I may here state that during the progress of the survey, several other astronomical observations were made for correcting variation, etc., but this example of the mode pursued will, I presume, suffice.

The concession lines of the township are run out from the point established last year for the corresponding concessions on the east boundary, of the adjoining Township of Pentland, and on the same bearing, viz., N 69°, 08' 20" E., astronomically, and the side lines on the bearing N. 20° 51', 40" west, astronomically.

Having got through considerably more than half the westerly parts of the township, by proceeding northwards and eastwards simultaneously, in the order of the lines; on reaching the south-east angle of the Township of Papineau, I adopted that point for the survey of the east boundary southwards running out to it the various concession lines, and carrying out at the same time the remaining side lines, until the completion of the survey at the south-east angle.

Within the township are the extreme head waters of the Petewawa River, flowing south-easterly, also tributaries of the Mattawan River flowing in the opposite direction. Forming to some extent, the dividing ridge of these two water sheds, the township is naturally somewhat broken in surface, though not to so great an extent as might be expected from the position.

The water chains of Cauchon Lake, flowing south-easterly into Cedar Lake and Petewawa River, is well and sharply defined along its shores, which are for the most part rock and stone, of gradual descent to the water, which is deep and clear.

Hurdman's creek, the only other stream of any importance, flows south-easterly a little west of the centre of the township. It follows a winding, marshy valley. There is but little water, which, however, when husbanded by means of dams, etc., is found sufficient for the driving of all logs made in its vicinity.

Commencing at the west boundary, concessions numbers one, two and three, east to Cedar Lake, on lot number twenty-five, contain a stretch of fairly good land, generally level. The soil is composed of a mixture of clay and sand loam, in almost equal proportions. It is of a dark brown colour, and apparently of average depth and fertility. Some scattered surface stone are met with but not in such quantities as to materially interfere with the ordinary process of cultivation.

This tract is chiefly covered with a growth of maple, black birch, beech and ironwood of medium size, intermixed with balsam, spruce, etc.

The remaining parts of these three concessions to the east boundary have been overrun by fire and are more or less bare and rocky.

Originally the timber was principally pine of average size and quality, and although some charred and standing green trees yet remain, the timber on the whole is not of much value.

The tract comprising the parts of concessions number four, five and six, lying at either side of Cauchon Lake, extending easterly to lot number twenty-five, is broken and rocky, and covered with a small growth of mixed timber principally made up of white birch, poplar and spruce.

This portion of the township is wholly unfit for cultivation.

The balance of these concessions is of a sharply rolling character covered with a thin growth of mixed timber of no commercial importance.

Concessions numbers seven, eight and nine, extending nearly through the township, and concessions numbers ten, eleven and twelve, partly through it, occupy a tract of rolling country chiefly covered with a medium growth of hardwood, but frequently interspersed with small patches of swamp and mixed timber.

Through it is also scattered small red and white pine, a large portion of which is of marketable value.

Considerable areas of burnt land, windfall, and beaver meadow flats are met with over this section.

The land is rolling and in places tolerably stony, but capable nevertheless of yielding fair root crops and of being turned into profitable pasture land.

The remainder of the township, embracing the northerly six concessions, east to side-lines five and six, is mostly of a broken character, yielding mixed timber. From this line to the east boundary, the country is considerably broken, and is almost one continuous brule, with the exception of occasional isolated patches of standing charred timbers, forming but a small proportion of the primitive growth.

The proportion of arable land is not large, yet from the fact of its being partially cleared of its timber, would remunerate any labour bestowed upon it for the production of grass and root crops.

The soil is a strong clay loam, and although rough and stony, would, when once put into a fair state of cultivation, retain its strength for a long time. The township has for several years been lumbered over by Messrs. Hurdman & Co., and in the south part by Messrs. Thistle & Co.

The fire which so desolated the township occurred about nine years ago, destroying much valuable pine timber. Fish and game of the usual kinds are in abundance. Several mineral indications, especially of the ores of iron, were noticed.

Of the whole land area of the township, I am of opinion that forty per cent. might be found fit for ordinary cultivation, while a considerable proportion of the remainder might be rendered suitable for grazing and other purposes.

I have the honour to be, Sir,
Your obedient servant,

(Signed) J. W. FITZGERALD,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 25.)

DISTRICT OF NIPISSING.

Township of Phelps.

Haliburton, Ontario,
October 1st, 1884.

Sir,—I have the honour to submit the following report of the survey of the Township of Phelps, surveyed under your instructions, dated May 23rd, 1884.

Proceeding by the Midland, Grand Trunk, and Canadian Pacific Railways to Thorncliffe, near Lake Nipissing, I crossed the portage to Trout Lake, and thence by canoe to the south-east angle of the Township of Widdifield, being the point of commencement, and the south-west angle of the Township of Phelps.

After retracing the east boundary of the Township of Widdifield to the post between concessions B and C of that township, I commenced the survey of Phelps by running the front of concession C east, astronomically, from said post, the lots being laid out forty chains in width, from west to east, from lot number seventeen to number one, and concessions eighty chains in depth from south to north, as per sketch and instructions furnished me; the concession lines were run east and west, astronomically, and alternate side lines north and south, astronomically; the east boundary was run south, astronomically, from post planted at north-east angle of township. Astronomical observations were taken as the work progressed, and the variation of the magnetic needle was found to average seven degrees fifteen minutes west.

The greater part of this township is hardwood land, the soil generally a good loam, but sandy in places, and all more or less stony, with considerable areas of granite rock. The surface of the township is hilly, some of the hills being of considerable altitude notably in the southerly and easterly parts.

The south-east corner of the township has been burnt, and is now growing up with cherry, poplar, white birch, etc.

The timber on the high lands is chiefly black birch and maple, with a few beech, ironwood and basswood; but all kinds are found, hemlock, balsam and pine on the slopes of hills; cedar, spruce and tamarac in the valleys and swamps.

The best of the pine has been taken out by lumbermen. There is considerable scattering pine through the township yet, but not very valuable as a timber limit.

The township is well watered by streams, North River and Balsam Creek being large enough for driving purposes.

Trout, Turtle and Talon Lakes, abound with fish of various kinds, with the Mattawan River forming its southern bound. Game is plentiful.

The geological formation is granite, but no indications of minerals were met with.

About one-half of the township is fit for settlement, and is accessible from the Canadian Pacific Railway running a few miles south of it.

There are no settlers in the township. There are a couple of old clearings, one of them occupied by Messrs. Bronsons & Weston as a lumbering depot.

Herewith I send field notes and plan of survey, with timber, maps, etc.

I have the honour to be, Sir,
Your obedient servant,

(Signed) A. NIVEN,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 26.)

DISTRICT OF NIPISSING.

TOWNSHIP OF MULOCK.

BROCKVILLE, ONTARIO,
1st November, 1884.

SIR,—I have the honour to submit the following report on the survey of the Township of Mulock, in the District of Nipissing, in accordance with your instructions of the 23rd day of May, 1884.

I proceeded to the township by way of North Bay, and thence through the Township of Widdifield, to the south-west corner of the Township of Mulock, where the survey was commenced by chaining the south boundary, and posting it for the front of the first concession from the east. I then ran side-line eight and nine to the north boundary, making it a base from which the concession lines were run west and east. In running the north boundary of lots numbers twelve, eleven, ten and nine of concession six, the distances from intersection of side-line ten and eleven west and east, to the west boundary and to the side-line eight and nine, were found to be less than eighty chains, but as side-line eight and nine had been run carefully with a Theodolite and bearing checked with an observation taken at front of fifth concession,—I did not think I would be justified in altering the intersections. These lines were left as shown on plan and in field notes. In other respects the survey was conducted closely in accordance with the instructions. The work was then proceeded with easterly, then southerly, closing on the south boundary. The closing errors were only ten links in departure and fifty-two links in latitude, which last was divided between first and second concessions. This township is mostly rolling,

with very few abrupt or broken hills. Rock exposures were seldom met with, all seen being of Laurentian gneiss.

The highest hills are along the south boundary; on the east boundary, concession two, south-east of the lake, in concessions four and five on lots numbers four, five and six, and on lots numbers nine, ten and eleven, concessions five and six.

Except these last, which were more broken, all were well timbered with maple and birch, with a few ironwood, balsam and spruce. The broken hills were timbered with hemlock, pine, birch and balsam, with few maple.

In the large swamps the timber was mostly spruce and tamarack, while on the ground intermediate between the hills and low swampy levels were balsam, birch, cedar, with occasionally ash and elm. No beech or oak was seen.

Scattered pine of good quality was found all through the township, but except in the sixth concession there was not enough to offer any inducements to lumbermen.

In concession one a large swamp extends from lot number nine to lot number four, drained by a stream flowing south-easterly into the township of Widdifield in lot two. Three small lakes are found in this depression. Another swamp, the largest in the township, extends southerly from lots number two and three on the north boundary, through all the concessions nearly to the first concession. This swamp is in places nearly a mile wide and is drained by a large stream that flows north, crossing the north boundary near the north-west angle of lot number two, concession six; about twenty chains south of this point it is joined by another stream of about the same size, which drains the greater part of the west half of the township.

Where the stream crosses the boundary it is about fifty links wide and five feet deep, with a strong current, but whether it was a branch of the Jocko or of the Antoine I was unable to ascertain.

On each of these branches, at about two miles above their junction is a lake of about four hundred and fifty acres area, each surrounded with marsh or swamp. These were the only large lakes met with in the township.

The soil is generally a light sandy loam, often stony and sometimes graduating into a fine sand. Heavy clay was only met with in very few places.

If a colonization road should be made from North Bay to Lake Temiscamingue, this township would no doubt soon be fairly settled. As yet no squatters' improvements have been made in the township.

I have the honour to be, Sir,
Your obedient servant,

(Signed) WILLIS CHIPMAN,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 27.)

DISTRICT OF NIPISSING.

Township of Merrick.

Ottawa, Ontario,
November 4th, 1884.

Sir,—I have the honour to report to you the completion of the survey of the Township of Merrick in conformity to your instructions to me dated 23rd day of May, 1884, and to submit to you the following remarks on the general physical features of the country embraced in the survey.

Arriving at North Bay by rail I proceeded north through the Township of Widdifield and began the survey as directed at the south-east corner of the Township of Merrick, by retracing thence the north boundary of the township of Widdifield, westward six miles,

and at the termination of each mile I started the side-lines north astronomically, which were thus carried through the township a distance six miles, eleven chains and fifty links; all the concessions have a depth of eighty chains except the sixth which has a depth of ninety one chains, fifty links.

Taking each concession successively, the first concession from lot number one to lot number twelve of the west boundary of the township is composed of rolling lands; from lot number one to lot number eight, thence to lot number twelve, less rolling, almost level and covered throughout with a mixed hardwood bush of first growth; a few white pines are found on lots numbers six, seven, eight, nine, ten, eleven and twelve. Between the rolls or ridges of hardwood, spruce and tamarac swamps intervene, in which occasionally small cedars are found. The soil on the hardwood ridges is sandy loam to sandy with boulders, nearly all of which is fit for cultivation.

Concession number two—from lot number one to lot number twelve the country is rolling and covered with mixed hardwood bush, prevailing in the following order, viz., yellow birch, maple, spruce and balsam. White pine is met with on lots numbers one, six, seven, eight, nine ten and eleven. Soil and adaptability to cultivation similar to first concession; a brule or burnt country is crossed on lots numbers two and three.

Concession number three is, generally speaking, level, timbered mostly with mixed hardwood. Some white pine is met with on lots numbers one, four, six, eight, ten and eleven; soil is rather inferior to concessions one and two, being more sandy.

Concession number four, with the exception of lots numbers one, two and three, is level, these being more or less rolling. The timber is the same as in the preceding. A brule is crossed on lot number two; white pine is met with on lots numbers one, three, seven, eight and eleven; soil the same as the last.

Concession number five is rolling, the timber the same as the last. White pine is met with on lots numbers two, three, four, five, six, seven, eight, ten, eleven and twelve. The soil is sandy with boulders, and is fairly adapted to cultivation. Pine Water Lake or Kawashagamok (Indian name) is crossed on lots numbers four and five. It is the source of the south branch of the Jocko Creek.

Concession number six is slightly rolling, timbered the same as the last. White pine is met with throughout this concession on lots numbers nine and ten; it is of superior quality and is the predominating timber, and extends beyond the north boundary. It is in fact the only really valuable timber met with in this township, the remainder being very scattered and of a very rough quality.

There are no prominent geological features; the few rock exposures met with were granitic, with numerous quartz veins without any apparent stratification.

This township is the height of land or source of several waters, and consequently the creeks are all small and unimportant as waterways, the creeks in the south part flowing into Lake Nipissing, on the north-west part into a branch of Sturgeon River, and on the north-east part into the Jocko Creek, discharging into the Ottawa River at Seven League Lake.

This township, on account of its proximity to the Canadian Pacific Railway, will at some time form part of an important colony which will extend from Lake Nipissing to Lake Temiscamingue, and the best way to promote such a colony would be to make a colonization road from North Bay to Temiscamingue Lake, which is a fine stretch of navigable water, and touching as it does some very fine land for colonization purposes, particularly at the head or northern extremity of the lake, where at least four townships of excellent land equal to any in the County of Renfrew, could be found.

With these remarks I beg to close my report of the Township of Merrick.

I have the honour to be, Sir,
Your obedient servant,

(Signed) GEORGE RAINBOTH,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 28.)

DISTRICT OF NIPISSING.

TOWNSHIP OF GRANT.

TORONTO, ONTARIO,
November 5th, 1884.

SIR,—I have the honour to submit the following report of the survey of the Township of Grant, District of Nipissing, under instructions bearing date the 23rd day of May, 1884.

Access to the township was obtained in the month of June last, by way of the Sturgeon River, and the survey commenced at the south-west angle of the township, that being the most accessible point, as per instructions. The old posts were found and the concessions laid off one mile in depth from south to north, and lots one half mile in width from west to east.

The concession lines were run due east and west, astronomically, and the side-lines run due north and south, astronomically, as per instructions.

The east and west boundaries were retraced and reblazed.

The easterly three quarters of the township have been burnt over, leaving only dead trees, the rock being exposed in many places for long distances, the western part being covered with mixed timber and the soil slightly better.

The surface generally is rocky and hilly, with light sandy soil in the valleys.

There are numerous swamps, some of them covering large areas. There is not any large tract of good land in any one place. The water in the lakes is deep and clear, containing numerous fish of various kinds, such as black bass, pike and pickerel. Over all the burnt land, the surface is covered with a dense second growth of poplar, birch, spruce, etc., from one to six inches in diameter.

The rocks are generally granite and sand stone. No minerals of any value were observed in this township. The magnetic variation was found to be 6° 45′ west.

The Tomiko river, flowing through the central part of the township, is quite a large stream, from one to three chains wide, for the first three miles from its mouth, being also very deep and of a dark brown colour. The Sturgeon River runs through the south-west corner of the township. Excellent water power could be utilized at the Smoky Falls.

The plan, field notes, with timber map of the township, accompanies this report.

All of which are most respectfully submitted.

I have the honour to be, Sir,
Your obedient servant,

(Signed) S. JAMES,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 29.)

DISTRICT OF ALGOMA.

TOWNSHIP OF DENISON.

INGERSOLL, ONTARIO,
October 23rd, 1884.

SIR,—I now have the honour to submit to you my report of the Township of Denison, in the District of Algoma, surveyed according to your instructions bearing date the 23rd day of May, 1884.

From Collingwood I proceeded by boat to Algoma Mills, thence by hand-car along the Algoma Branch of the Canadian Pacific Railway until I reached the west boundary of the Township of Graham, from this I followed it southerly until I came to the post planted for the south-west corner of the Township of Graham, which post you instructed me would be the south-east corner of my township. At this corner I took an astronomical observation and immediately ran out my south boundary westward, using it as a base line and laying out the lots forty chains in width until I came to lot number twelve, which according to your instructions would be somewhat wider than the others. P. L. S. Johnston, who was surveying the Township of Drury, being the next township west of mine, having chained the south boundary of his township, and my south boundary being also carefully chained, there was found an overplus of thirty-five chains and 32 links between the south-west corner of the Township of Graham and Salter's meridian as instructed, taking half of this I planted a post for the south-west angle of my township, being a distance of six miles seventeen chains and sixty-six links from the south-west angle of the Township of Graham, and putting all this overplus into lot number twelve as I did, making it forty-seven chains and sixty-six links wide. After running out my south boundary as stated, I returned to the south-east portion of the township in order to survey the interior, then working chiefly northward and westward until the survey was completed.

In running my line between lots numbers two and three, which I ran as carefully as I could, I found the chainage to the west boundary of Graham decrease a little from south to north. After running the line northerly between lots numbers two and three, I ran this portion of my concession lines until they struck the posts on the west boundary of the Township of Graham, making lot number two forty chains in width and lot number one a little narrower than this, decreasing in width from south to north, in all cases my lines join with the posts on the west boundary of the township of Graham, with one exception. In running the line between concessions four and five easterly from my post planted between lots numbers two and three it struck one chain to the south of Graham, this jog I have shown on plan and notes. As the township of Louise had not been surveyed when running my south boundary, I am unable to show the intersections of the side-lines of this township, and with the outlines of my township. I made a careful survey of all waters within my limits, there being several small lakes, one of them on the sixth concession being somewhat larger than the others. I also made an accurate survey of that portion of the Vermillion River within my township; there are a number of creeks mostly of a small size. The greater portion of the township has been overrun by fire, some of it the second time, and the timber nearly all destroyed. There are a good many standing dead pines in some parts, which might be utilized for various purposes, but not in sufficient quantities or of such quality as to be of much consequence commercially. The only green bush in the township is a strip or portion along the west boundary, being about three lots wide at the south, very narrow at the centre and about two lots wide at the north. There is also a small portion of green woods, consisting chiefly of birch, maple and elm, in the sixth concession, about the centre of the township. In the portion of green wood along the west boundary there is a considerable amount of good pine, but as the extent of territory covered by it is small it would not be likely to pay for the taking of it out, and unless it was taken with the timber in the township west of mine, which I believe is altogether green bush, containing a great deal of pine. The remainder of the timber consists chiefly of tamarac, balsam, spruce and maple where the fire has not passed over the second time, there is a good deal of second growth poplar and birch. That portion which has been burned twice is pretty clean, being covered only with small shrubs and bushes. I saw no valuable minerals, excepting traces of bog-iron ore in the north-easterly portion of the township, samples of which I send to your department.

On the whole the township is rough and broken with rocky ridges, but along the Algoma Branch of the Canadian Pacific Railway there is some good land on lots numbers one, two, three, four, five and six, concessions one and two, and on lots numbers two, three, four, five and six, concession three, lots numbers two, three, four, five and six, concession four and lots numbers four, five six and seven, concession five. There is also good land suitable for farming purposes, and in some places level and consisting of a clay

loam. Throughout the township there are a great many clay flats, which although good land, can hardly be available for farming purposes on account of their isolation. The rocks are all of a granite formation. The township will be easily accessible by the Algoma Branch of the Canadian Pacific Railway, which runs through it in the first and second concessions.

I found no squatters in my township, nor Indians, the nearest settlement of Indians being at White Fish Lake.

I have the honour to be, Sir,
Your obedient servant,

(Signed) W. R. BURKE,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 30*).

DISTRICT OF ALGOMA.

TOWNSHIP OF DRURY.

WHITBY, ONTARIO,
November 4th, 1884.

SIR,—I have the honour to submit to you, the following report of the survey of the Township of Drury, in the District of Algoma, surveyed according to instructions from your Department, dated May the 23rd, 1884.

I proceeded to the work by way of Collingwood and the Spanish River, to the point where the Algoma Branch of the Canadian Pacific Railway crosses the Spanish River; thence by the railway into the township.

After having found the south boundary line run by P. L. S. Burke, and having taken the necessary observations, I produced this line, connecting with Salter's twelve mile post on his second meridian line, which I found standing marked as described in my instructions. I found the overplus for the two townships to be thirty-five chains and thirty-two links, making an overplus of seventeen chains and sixty-six links for each township. I laid out the township in the usual way, giving the lots a width of forty chains and a depth of eighty chains. I divided the overplus equally between lots eleven and twelve.

There is not much good land in the Township of Drury, the country being very rocky and hilly; and the soil mostly sandy. There is some clay loam soil, but it is in isolated patches. The part of the township lying to the left of the Spanish River is, however, very fair land.

The timber is mixed, with considerable good pine scattered throughout along the west side of the township; and extending for about a mile and a half to the east is a belt of very good pine land.

The country to the south of the Spanish River has been burnt and the timber mostly destroyed.

There has been surveyed a mining claim on lot number one of the second concession, the deposit being, I believe, copper pyrites.

In many places in the township I saw several quantities of iron pyrites and of copper pyrites. There were also some slight traces of galena.

There were no settlers in the township; and other than the lake touching the north-east corner of the township, there were no lakes. Around this lake there was some very fine hardwood bush, but the land was inclined to be stony.

The Algoma Branch of the Canadian Pacific Railway runs across the south-east corner of the township, and the Spanish river cuts off the south-west corner.

The railway has been apparently abandoned for the present and is in very bad condition.

I have the honour to be, sir,
Your obedient servant,

(Signed) W. O. JOHNSTON,
Provincial Land Surveyor.

The Honourable, T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 31.*)

DISTRICT OF ALGOMA

TOWNSHIP OF LORNE.

COLLINGWOOD, ONTARIO,
November 24th, 1854.

SIR,—I have the honour, in accordance with instructions dated May 23rd, 1884, to submit the following report on the survey of the Township of Lorne, in the District of Algoma.

I proceeded up the Spanish River to the mouth of the Vermillion River, intending to gain access to the south-west angle of the township by means of the latter, but finding the difficulties of navigating this river very great, owing to two long rapids not far from its mouth, and having been informed that these could be avoided by making a portage across to the Vermillion River from a point further up the Spanish River, I determined to make the attempt, and proceeded with my supplies up to the third falls on this river. This brought me very near my west boundary, a little over a mile south of the north-west angle of the township. I found, however, that it would be impossible for me to gain the Vermillion River in the way proposed, and that I would be obliged to retrace my route and proceed up the Vermillion River from its mouth, in the way at first proposed. Before doing so, however, I retraced the west boundary from the post at the north-west corner of the township to within a short distance of the Vermillion, and also ran the lines in this part of the township and traversed the part of the Spanish River which runs through it.

I found while here that the north boundary had been already run by Mr. Johnston, who was here engaged on the survey of the Township of Drury to the north. I then returned to the mouth of the Vermillion River, and after considerable difficulty I reached the west boundary near the eastern shore of a large lake, which touches the township near the south-west.

I then continued the line already begun south to the south boundary, which I ran due east from the old post at the south-west corner. I ran the east boundary due south from the post planted at the south end of the boundary, between the Townships of Drury and Denison, to its intersection with my south boundary. In order to have the concessions in the adjoining Township of Louise the even eighty chains from the south, I chained this line from the south to the north, and connected the posts on the line between lots two and three, in the Township of Lorne, with these posts.

In addition to the Spanish River already referred to, the township is cut from east to west by the Vermillion River. The latter stream contains numerous rapids in its course through this township, which render its navigation, even for canoes, rather difficult. There are also several lakes in the township, the largest of which are Ella and Beaver Lakes, the former south of the Vermillion River and the latter north of this stream, In Ella Lake, as well as in the river itself, fish are numerous, consisting principally of bass and pike.

The surface of the township is very broken with hills, with very little covering of soil. A great part of the township has been burnt over, thereby destroying a large quantity of valuable pine.

In the south-west and also in the north-east, however, a considerable quantity of a very good quality has escaped its ravages.

The Canadian Pacific Railway runs through the north-west part of the township, following near the south side of the Spanish River.

No settlers have yet located in this township.

I have the honour to be, Sir,
Your obedient servant,

E. STEWART,
Provincial Land Surveyor

The Hon. T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 32.)

DISTRICT OF ALGOMA.

TOWNSHIP OF LOUISE.

COLLINGWOOD, ONTARIO,
November 24th, 1884.

SIR,—I have the honour in accordance with instructions, dated May 23rd, 1884, to submit the following report on the survey of the Township of Louise, in the District of Algoma.

Having completed the survey of the adjoining Township of Lorne, on the west, I adopted the posts previously planted on its east boundary, as starting points for my concession lines, and worked easterly across the township.

I ascertained before leaving the work, that a portion of the east of the township, as projected, had been included by P. L. S. Abrey in his survey of an Indian Reserve for the Whitefish Lake band, and in order to be able to locate the part claimed by the Indians, provided the Department agreed to allow what they claimed. I took sufficient measurements to be able to show it, and have done so by marking it Indian Reserve on the plan, and have not returned the field notes of the lines which I ran through this portion. I have made the Indian Reserve the east boundary of this township, though, as surveyed, this line was run due south from the south-east angle of the Township of Denison. The change adds a very small triangle marked "A" in the north-east corner, and cuts off about four thousand acres from the south-east.

The Vermillion River flows through the township from the north-east to the line between concessions three and four on the west boundary, though a couple of rapids are met with in this distance. It offers fewer difficulties to the canoemen than the portion of this stream flowing through Lorne.

Lake Penage touches the township near the south-east, and Rat Lake lies wholly within the township, as originally projected. Besides these there are a number of smaller lakes.

The country is generally hilly and rocky, but in some parts, especially south of the Vermillion River, land of good quality is met with, the soil being principally clay, but it would be difficult to find a sufficient extent of it in any one locality to form a good agricultural settlement.

A large portion of the township has been swept by fire, and is now covered with a small second growth of birch and poplar. The north-west part of the township by some means seems to have escaped the fire, and some very good pine is met with. A small

quantity of very good quality is also to be found near the south and west of the Indian Reserve.

No economic minerals were met with, either in this township or in Lorne.

The variation of the magnetic needle was about four degrees west, with occasional disturbances from local attraction.

I have the honour to be, Sir,
Your obedient servant,

(Signed) E. STEWART,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Comissioner of Crown Lands,
Toronto.

(Appendix No. 33.)

DISTRICT OF ALGOMA.

TOWNSHIP OF CREIGHTON.

TORONTO, ONTARIO,
December 3rd, 1884.

SIR,—I have the honour to report that in obedience to your instructions dated May 23rd, 1884, I have surveyed the Township of Creighton, sub-dividing it into lots of a normal area of three hundred and twenty acres each.

The plans and field notes I beg to submit hereunto.

The survey of the Township of Fairbank by Provincial Land Surveyor Francis Bolger had been completed before my survey began, and my west boundary was therefore already established.

Provincial Land Surveyor Salter's six-mile-post, designated in my instructions for the north-west angle of the Township of Creighton, could not be found, having, no doubt, been consumed in the fire which converted a large area in that neighbourhood into a brulé several years ago.

As will be seen from the timber plan, a considerable area at the west side of the township has been overrun by fire, the ground in many places being encumbered with the fallen trunks of the old forest, which has been succeeded by a thick growth of young white birch, poplar, willow, etc.

There is a tract in the interior of the township which shows traces of an ancient forest fire, in the general absence of decayed fallen timber and the occasional occurrence of charred wood.

Judging from the number of "rings" seen in cross sections of the larger trees, the fire dates back fifty or sixty years.

In the green woods the timber is of the kind common to that region, viz., white pine, red pine, balsam, spruce, tamarac, cedar, white birch, poplar, black ash, maple, willow, alder, etc.

Pine occurs in greater or less abundance over the whole township almost, and in considerable quantity in some places. It is of medium size generally, and of fair quality for that region. The other kinds of timber do not need special remark. There is a maple bush extending north-east and south-west across lots numbers six and seven, etc., on the fifth and sixth concessions.

The surface of the township is rolling for the most part, the eminences being rocky, the depressions containing the soil. There is some rough broken country in concessions numbers one and two, adjoining the Vermillion River. In the south-east quarter of the township the land is level or gently rolling.

About one-fifth of the township probably would make arable land, and two-fifths grazing land.

The largest areas of good land occur on the Vermillion River and Levey River, and on concession six, on lots numbers nine, ten, eleven and twelve.

The soil is clay loam, sandy loam, or clay. The good land in the other parts is comprised in detached areas, occupying the depressions between rocky ridges occurring in a desultory manner generally.

The geology of the township is soon described. The rock, it is well known, belongs to the Laurentian formation, and consists of ordinary gness, the beds having a strike north-east and south-west.

Crossing the south-east quarter is a belt of fine grained grey coloured rock, apparently composed of dark horublende and light coloured feldspar. It is of a tough, compact texture. It evidently contains considerable quantities of disseminated magnetic iron oxide as shown by the disturbance of the magnetic needle in working with the compass on these strata.

A narrow band of slate crosses the Vermillion River at the falls, on lot number ten, concession six. No veins or seams of any economic mineral was seen.

Vermillion River is a stream with an average width of about four chains, and a moderate current at the time of our visit, flowing between banks of clayey loam, which rise but a few feet above high water mark. There are falls or rapids on lot number ten, concession six, and on lots ten and eleven, concession one.

Levey River, connecting White Water Lake with Vermillion River, is for the most part a sluggish stream, with an average width of about fifty links and depth of three or four feet. The banks and bed consist of clayey black loam. It has a very tortuous course, and much encumbered with driftwood, although navigable to canoes since it was partially cleared out a few years ago in the interest of the C. P. R. survey. There are three portages between White Water Lake and the Vermillion, the two most westerly ones being very short. With a moderate outlay this stream could be made available for running saw-logs during the early part of the season, at the east.

As regards Natural History, it may be remarked that beaver are still found in considerable numbers, and no doubt the other aquatic fur-bearing animals also. There are a few moose and red deer, and black bears of course.

All of which is respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

JOHN McAREE,
Provincial Land Surveyor.

The Hon. T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix 34*).

DISTRICT OF ALGOMA.

TOWNSHIP OF FAIRBANK.

PENETANGUISHENE, ONTARIO,
31st October, 1884.

SIR,—I have the honour to inform you that I have completed the survey of the Township of Fairbank under instructions from your Department, dated 23rd day of May, 1884, and have to report thereon as follows:

Leaving Penetanguishine on the 7th day of July, I proceeded to my township *via* Killarney and White Fish river. I arrived at my starting point—the south-east angle of the township, on the 22nd day of the same month.

I commenced my survey according to instructions at the place indicated above, and

having obtained an observation of Polaris, on east elongation, I started my work by running out the south boundary on a course astronomically west, planting all necessary posts for the corners of the lots.

That portion of Fairbank lying south of Vermillion Lake, is very inferior, bush fires having made a clean sweep of every vestige of timber, the land being in many places burnt away, leaving the rock exposed.

The part to the north of the lake, comprising about a sixth of the township, is fairly good agricultural land and well timbered. The land consists of a sandy loam; the timber is of excellent quality, consisting of beech, maple, white oak, spruce and pine. The latter is rather scarce and is found on lot number nine in the sixth concession, and on the west boundary from the line, between the fifth and sixth concessions to the north boundary. The best farming lands are found in the valley of the Vermillion River. This is a stream of considerable size; it forms the outlet to the large lake bearing the same name. It is very tortuous in its course, crossing my east boundary at three points. It has an average width of about three chains, with a velocity of one mile and one half an hour, the average depth about seven feet. It is very much obstructed by rapids and water-falls.

Vermillion Lake is a large body of water, occupying nearly the whole of the fifth concession. Its general direction is N. 80 E. An abundance of herring, black bass and pike are found in it.

There is a large lake in the south-west corner of the township which also is well stocked with fish.

There were very few creeks met, and only one of any size, on the south boundary; it is a wide and deep creek with a scarcely perceptible current; it forms the outlet to the large lake alluded to above.

No economic minerals of any kind were found.

The prevailing rocks are granite and gneiss, veins of feldspar and quartz were frequently met with.

The latitude of the south boundary I assume as north 46° 27'. The variation of the needle was 4° 25' west.

Astronomical observations were frequently taken during the progress of the survey.

The Canadian Pacific Railway line, which is not more than six miles to the north of the township, will give easy access to the township.

There being no squatters or improvements, no inspection returns will be required.

The proportion of available land, to the total land area I estimate at sixteen per cent. The water area about twenty-five per cent.

I have the honour to be, Sir,
Your obedient servant,

(Signed) FRANCIS BOLGER,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 35.*)

DISTRICT OF ALGOMA.

TOWNSHIP OF RAYSIDE.

BERLIN, ONTARIO,
21st October, 1884.

SIR,—I have the honour to report under the instructions received from your office, dated May 23rd, 1884. I have made a survey of the Township of Rayside, in the District of Algoma, and beg to submit the following report, field notes, and plan of the survey of the same:—

On the morning of the 5th of July I left Berlin for Algoma District, and arrived at Sudbury Junction via the Canadian Pacific Railway on the following Tuesday morning. After having been delayed here for several days, I proceeded by rail to the south boundary near the south-east angle of the Township of Rayside, took an observation of Polaris on Saturday evening in order that I might be able to begin work on Monday, July 14th. I commenced the survey by running the east boundary north and retracing the south boundary working westward, north and south of the railway to the western limit of the township, thence working northward and eastward.

In comparing the Township of Snider with the Township of Rayside, the contrast is extremely great. The Township of Snider is very rocky and hilly, whereas the Township of Rayside is generally level, with only a few rocky ridges here and there. The only rocky ridges of any account are on the south-east and north-west corners. The lower half of the township is rather low, and wet but the northern portion is for the most part exceedingly dry and sandy. The soil in lots numbers four, five, six and seven, on concession one, touching White Water Lake, is very rich, and the portion of country through which the Canadian Pacific Railway runs is quite fit for cultivation. The sixth concession and part of the fifth concession is almost bare and is of very little use for agricultural purposes. The branch of the Spanish River, a stream about forty feet wide, runs nearly due east; its bed and banks are very sandy. The district through which the river runs is very dry and sandy, and pine is the chief timber upon it. There is a good deal of valuable timber in the township, consisting chiefly of pine, cedar, and tamarac.

There is no lake other than White Water, in the township, except a small one on the east boundary.

I have the honour to be, Sir,
Your obedient servant,

(Signed) ISAAC L. BOWMAN,
Provincial Land Surveyor.

To the Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 36*).

DISTRICT OF ALGOMA.

Township of Balfour.

Sarnia, Ontario,
September 13th, 1884.

Sir,—I have the honour to submit to you my report of the survey of the Township of Balfour, in the District of Algoma, surveyed according to your instructions, bearing date the 23rd May, 1884.

I commenced my survey at the south-east angle of the township, by retracing the meridian line as surveyed by Provincial Land Surveyor Salter in 1857, and at the distance of eighty chains from said south-east angle ran due west, astronomically, for the front of my second concession planting durable posts at their proper places, and in a similar manner continued to survey the several concessions and side lines as indicated by the red lines on the projected plan.

For the south, I retraced P. L. S. Salter's Base line, ran the same year above mentioned This I found somewhat difficult after proceeding three miles west, as nearly all trace of the line was here obliterated.

Succeeding, however, in tracing it, I failed to find the post marked VI miles, which you instructed me would be the south-west angle of my township. After making diligent search with my men, I concluded to plant a post at my sixth mile, which I took for the south-west angle.

I found the six mile post on the meridian line all right.

About one-half of this township is composed of good farming land, viz: that portion lying south of the Canadian Pacific Railway, the soil being generally clay or sandy loam, broken only in a few places by narrow ridges of rock.

This part of the township has been nearly all burned over, and is generally covered with a dense growth of small poplar, birch, balsam and tamarac.

North of the third concession, and for a couple of miles west of the eastern boundary the country is totally unfit for settlement, being a mass of bare rocks.

To the west of this, although very rocky, there are a few small patches of available land. This part of the township is well timbered with balsam, spruce, tamarack, cedar, birch, poplar, and in a few places good pine; notably in the sixth concession and adjacent to the Vermillion River, which is the only stream of any importance in the township. It enters the township on lot number six, flows in a south-westerly direction, averages about three chains wide, has a swift current and is quite shallow for the first couple of miles.

On lot number twelve in the fourth concession there is a splendid mill site in close proximity to the crossing of the Canada Pacific Railway.

I saw no indications of any valuable minerals; the principal rock being gneiss.

As will be seen by the map, and as already indicated, the main line of the Canada Pacific Railway crosses the township, also there is a station and siding on lot number two, fourth concession, called Chelmsford.

The variation of the needle was uniform throughout, being 5° west.

Trusting this brief report with accompanying field-notes and plans may be found satisfactory to the deparment,

I have the honour to be, Sir,
Your obedient servant,

(Signed) JOSEPH DE GURSE,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 37.*)

DISTRICT OF ALGOMA.

TOWNSHIP OF MORIN.

BELLEVILLE, ONTARIO,
November 7th, 1884.

SIR,—I have the honour to report, that in accordance with your instructions, dated May 23rd, 1884, I proceeded to the Township of Morin, in the District of Algoma.

I reached the township by the Government road which leads from the Bruce Mines to within less than half-a-mile of the south-west corner of Morin.

From this point the settlers have made a trail which runs along the south boundary of Morin to the south-west corner of lot eight, thence north through lot eight to about the middle of the second concession.

Camping on the south boundary, I commenced operations by retracing that line across the township, and starting from the post at the north-east angle of the Township of Galbraith, I chained westward, making each lot forty chains in width, planting all the posts for the front of the first concession.

Having laid down a meridian at the point where the side line between lots eight and nine starts, I commenced this line and ran it north a couple of miles.

Finding it impossible, owing to the intervening mountains, to move my camp east along the south boundary, I resolved to run the line between concessions one and two, eastward from the side line between lots eight and nine.

Calculating, from the bearing I had taken on the south boundary, that by making the first concession seventy-eight chains and fifty-five links deep on the side line between lots eight and nine, it would come out the even mile on the eastern boundary, as instructed, I accordingly started the concession line at that distance on the side line between lots eight and nine, and ran eastward four miles. Finding this line also too rough to move camp along, I cut out a portage road along the valley of Woods Creek to lot four, in the first concession, and moved my camp there. I then proceeded to run the eastern boundary northwards, and found I intersected my first concession line at seventy-nine chains instead of eighty chains, as I expected, but concluded to leave the concession line as it was, as I did not think it would be necessary to move it north for one chain. I then ran the eastern boundary and the several side lines within reach of my camp northward, and the concession lines westward; and, moving my camp further north, I ran all the lines in the eastern half of the township, except the north boundary.

I then proceeded to a point on lot nine in the third concession, and from it took up the remaining side lines from the south, and continued the concession lines westward to intersect the western boundary.

Having run the line between concessions five and six to the western boundary, I chained north along that boundary to the north-east corner post of the Township of McMahon.

I then ran my north boundary in the course N. 88° 37' E., and intersected my eastern boundary so as to make the sixth concession the even mile on that boundary.

I then completed the survey by intersecting this north boundary with the several side lines, planting posts for the same.

This township is very mountainous, and in some places broken and rocky in the extreme, interfering materially with the progress of the work, as a large portion of time was consumed in hunting up and cutting out suitable portages. There are some excellent flats of good clay land, along the valleys of all the streams, especially along the valley of Woods Creek, which is a large branch of the Thessalon River, and here the soil is a strong rich clay, and in many places very free from stones.

There are several settlers in this vicinity who are making extensive improvements.

There are also large tracts of fine hardwood bush on the slopes of the mountain, where the soil is of excellent quality, but generally very stony.

Some intending settlers prefer this high hardwood land, even though stony, to the rich clay of the valleys, on account of the greater freedom from summer frosts.

When the Government road, before alluded to, is carried into the interior of this township a large percentage of the land will be settled.

The timber in this township is of the most luxuriant growth, there being some very fine white pine scattered throughout, and the black birch and maple are very large and thrifty.

In the extensive valleys bordering on the Thessalon River and Woods Creek the timber is chiefly spruce, poplar and balsam.

Springs are abundant in this country, in fact the water in all the streams, the Thessalon included, is all clear, cold spring water, and speckled trout are to be found in almost every creek.

Mountain ranges traverse the face of the country parallel with all the water courses, the highest being those adjoining the main branch of the Thessalon; the valleys in the watersheds being hundreds of feet below the surrounding high lands.

The rock in these mountain ranges is of various descriptions, conglomerate rock, clay, clayslate, slate, and quartzose rock being most noticeable.

I saw several small exposures of specular iron ore, and I think red hematite also exists in the township, but I do not think magnetic ore is present.

There are numerous water powers on the streams, especially on lot five, concession two, where there is a fall of over two hundred feet in a mile; also on lot nine, concession three, there is a fall of sixty or seventy feet.

I have the honour to be, Sir,
Your obedient servant,

THOMAS O. BOLGER,
Provincial Land Surveyor.

The Hon. T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 38.*)

REPORT

ON

COLONIZATION ROADS

FOR THE YEAR 1884.

To the Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Ontario.

SIR,—I have the honour to submit the account of expenditure upon Colonization Roads for the year 1884.

There have been about 210 miles constructed and 436 miles repaired upon the various roads, with some 29 bridges of different lengths and value, and the works of the season have been very satisfactory.

As regards the amount paid on account of balances of the previous year, I may explain that, as the season of '83 was an unfavourable one, and the works numerous, it was impossible to fully examine and settle a number of accounts in time for publication in that year; but this season being a good one for road-making, the Department has been able so to close matters as to leave only some $2,000 due and payable as balances of 1884.

With reference to the total expenditure given, I have to state that there is due the Department $1,500 on account of the building of Severn River Bridge; and if the grant of $1,000 offered by the Dominion Government towards the construction of Barrie Island Bridge be obtained, the expenditure shown would be reduced by the sum of twenty-five hundred dollars or thereabout.

The works are the following:—

NORTH DIVISION.

1. BATCHEWANING ROAD.

Work was commenced at the end of last year's operations and continued westward to the Batchewaning River (omitting the bridging of Chippewa River), a distance of six miles and 22 chains.

The overseer in his report says that of the whole length, the third mile, and first half of the fourth mile, was very rough and difficult to construct.

The road was chopped out 60 feet wide throughout, and, the overseer says, graded in a superior manner.

The Dominion Government, as in previous years, contributed $1,000 towards the annual expenditure, and it may here be stated that the road is now opened to within about 3 miles of the end of the surveyed route, excepting the bridging of Chippewa and Batchewaning Rivers.

2. BARR RIVER WORK.

This was the blasting of a rock near the mouth of the river, which caused an annual overflowing of the Government road in that vicinity.

The result was highly satisfactory, the cost being $50.

3. Bruce Mines Road,

lying north of Otter-tail Lake, was subject to flooding from the rise of a small lake. The expenditure of $150 was for the purpose of constructing a drain to conduct the water to the lower level of the Thessalon River, which was satisfactorily accomplished. The length of the drain was 270 yards, and in addition, about half a mile of the road was repaired.

4. Barrie Island Bridge.

This structure, which was in part built last year, is now fully completed, and is said to be an excellent bridge and most serviceable.

Having described it generally in last year's report, it is not deemed necessary to again repeat details, farther than correct the estimated length of 1,050 feet previously given, and now state its actual length as given by the inspector, which is 1180 feet.

5. Coffin Additional Roads.

The main portion of this work was the construction of a road on the road allowance between concessions 3 and 4 of Coffin, from lot 4 of Coffin to lot 8 of Coffin Additional, 4 miles. In addition to this, some repairs were made on the old road, between lots 10 and 11, the latter work costing some $50.

6. Day 2nd Concession Road.

This road is from Day Mills, south, on the line between lots 3 and 4 of Day Township to the boundary line between the Townships of Day and Bright. About one mile of new road, and costing $203.90.

7. Grand Portage Road

leaves the main road in Kirkwood, and follows the line between lots 4 and 5 northward 2 miles, and thence north-easterly through lots 1 and 2 of Bridgland, a total distance of $4\frac{1}{2}$ miles.

8. Goulais River Bridge.

Repairs which were reported by the Indian Department at Ottawa as necessary for the protection of the structure, and at the same time offering to pay one-half the necessary outlay. The work was satisfactorily done at a cost of $728.75, of which the Dominion Government paid, as agreed upon, $364.37, so that the Departmental outlay was $364.38.

9. Gosses Creek Bridge

is on the old Thessalon Road, about 6 miles north of Thessalon, and was renewed throughout.

It is 395 feet long, and is now a pile structure; $540 paid on account; $100 was spent in repairs upon the road.

10. Indian Peninsula Road.

This is the main road from Colpoy's Bay to Lion's Head, in the Indian Peninsula of the County of Bruce.

It was very satisfactorily repaired from about 3 miles north of Colpoy's Bay P.O. to within 1 mile of Lion's Head, a length of 18 miles.

11. Korah Road.

The Municipality of Korah let a contract to cover a long dilapidated crossway on the above road, about 4 miles from Sault Ste. Marie, and, according to agreement, the Government gave $200 towards the payment of $375, the amount of the contract.

12. Kirkwood (Extension) Road,

to connect with Day Mills Road, was begun on lot 8, concession 4 of Day Township, and continued from thence south-easterly to the 3rd concession, between lots 2 and 3: 2¼ miles.

13. Lake Shore Road

leaves the Town Plot of Thessalon on the west side of the river, running northward 3½ miles; and from this point west to McBeth's Bay, a distance altogether of 4¾ miles, which was chopped, cleared and levelled, and a bridge built across the inlet of McBeth's Bay.

14. Mississaga River Bridge and Road.

It was found desirable to delay the completion of this bridge till the formation of ice upon the river, which will very much facilitate pile driving and the work of erection; so that up to the present time the amount of money paid on account of the work is but $1,194.37 and is largely for material.

The bridge when completed will be 336 feet long, and will have one main span of 66 feet. The bottom of chords will be about 16 feet above low water. It will be a pile structure composed of bents having 16 feet centres.

The sum of $1,036.29 was spent in opening up a road to the bridge site, and without which it would not be available when built.

The road work was begun at the west boundary of Gladstone Township, between the 2nd and 3rd concessions, from whence it was continued east to lot 8; thence south, between lots 7 and 8 to the concession line between 1 and 2, and from thence east to the river, a distance of 4¾ miles.

It is not a first class road throughout, but can be made so with a very moderate additional grant.

15. Manitoulin Island Roads

are as follows, namely:—

Bidwell Branch Road, commenced on lot 25, concession 5, Bidwell, and from thence westerly partly across lot 26; thence south-westerly to the east town line of Billings on lot 1, concession 4, 2 miles made as a good winter road at a cost of $275.

Burpee Road (6 and 7 concession line) was opened to the mill at Campbell's Bay. This sum—$50—was given to supplement an equal amount contributed by the municipality; the whole $100 being spent under their management.

Clover Valley Road is one which was chopped out between lots 30 and 31, concession 6 of Assignack, 1⅛ miles, and cost $120. It connects the Clover Valley settlement with the Village of Manitowaning.

Campbell Road (25 side line) was improved through concessions 5 and 6 at a cost of $60.

Gore and Providence Bay Road.—A hill at the north end of the road, which was very steep, was very much improved by an expenditure of $100.

Gordon Bridge is one over a valley between the 4th and 5th concessions, and opposite lots 9 to 11 of the Township of Gordon, and towards which $50 was contributed, with an equal amount from the municipality.

Lake Wolsley Road.—Of this road 2⅛ miles were made anew in Burpee, from lots 31 and 32 on the blind line between concessions 6 and 7, north to Campbell's Bay, and past the saw mill to the line between concessions 7 and 8, and from thence westerly to lot 25. This work cost $225. Again the sum of $794.74 was spent in repairing from the 6th concession of Gordon to the 7th concession of Mills, 6½ miles.

This same road was extended 1¾ miles into the Township of Robinson, at a cost of $595, by beginning between lots 20 and 21, concession 10, and producing it south to the 7th concession, and from thence east to lot 18.

Lake Mountain Portage, a low piece of ground near Lake Manitou, which was graded and ditched for 150 rods at a cost of $90. There was also $136.21 spent in reducing the gradient of a hill on the town line between Howland and Bidwell, opposite lot 19; the road being known as Little Current and West Bay Road.

Mindemoya 6th Line Road, is on the 6th concession line of Carnarvon, from the shore of Lake Mindemoyna easterly 1¼ miles. The expenditure in this case was $385, and the work new throughout.

Mudge Bay Hill, or the cutting down of a very steep hill, and grading of a swamp about a mile in length on what is called locally the "Allan Line," or Gore and Mudge Bay Road; cost $120.

Manitou Bridge, between Sandfield and Tehkummah, opposite lot 16, was built by the municipality at a cost of about $200; the Government contributing half its cost, $100, a bridge 201 feet long composed of 13 bents and average height of 5 feet.

McKay's Mountain Road is on the town line between Howland and Bidwell, beginning on the line between lots 4 and 5 of Bidwell, and extending south and west one and-a-half miles, connecting with the Bidwell 10th side road between the Mountain and Pike Lake, and costing $448.14

Providence and Gore Bay Road.—This is an extension of the road 6½ miles, commencing between lots 15 and 16, concession 2, Township of Campbell, and extending south-easterly to Kagawong Lake; thence along the shore generally to lot 7, concession 6; thence south to the 7th concession, and west to about the centre of lot 9, concession 7; thence south and west to join the old road on lot 10, concession 10. Expenditure, $1,300.

Sandfield and Big Lake Road is one on the line between lots 6 and 7 of Sandfield, extending through concessions 6 to 9, both inclusive, 2½ miles, which, for an expenditure of $300, was cut out and grubbed through a rough and heavily timbered country.

Sucker Creek Road is a mile and a quarter in length, being on the road allowance between lots 15 and 16 of the Township of Howland, and through concessions 5 and 6, the work costing $280, and the result, the opening of a way for settlers in the south-west portion of the township to Little Current.

South Bay Road. Repairs over 4 miles, beginning at Michael's Bay. A good deal of heavy ditching was done, the road being low and the land flat and swampy; cost, $595.

Sandfield and West Bay Road. $80 expended in ditching and grading a very low swamp on the town line between Carnarvon and Billings, opposite lots 29 and 30 of Carnarvon; half a mile of work.

Ten-Mile Point Road. Repaired from Sheguiandah village easterly and southerly over the road, 8½ miles; the work consisting of grubbing, grading, repairing culverts and other repairs, costing altogether $555.

Ten Side Road (Bidwell.) This job was on the 8th concession of Bidwell, and was plowing, scraping and forming the road through a beaver meadow, the sum expended being $95.

Tehkummah (5 side-line) Road. Seventy rods of crossing through a very bad swamp in concession 1, to give settlers a passage to Sandfield Mills. Expenditure $85.

Town Line Bridge, between Sheguiandah and Assignack, and the last work to report of the Manitoulin Island operations, is a small bridge opposite lot 20, and south end of 10-Mile Point Road, towards the construction of which $25 was given, and, with an equal amount, was expended by the Municipality.

16. Port Finlay Road.

The work this season was commenced at the Great Northern Road, with the expectation of finishing the road fully to where it ceased last year, but, the route proving less favourable than was anticipated, the expenditure was insufficient to do more than cut out and grub the whole length of 4½ miles, completing the first two, and leaving the remaining two and-a-half for ditching and other improvements, at a later date.

It leaves the Great Northern Road on section 10 of Macdonald, and is from thence southward.

17. St. Joseph Island Roads.

The works on this Island were as follows :—

Centre, or Tenby Bay Road, follows the road allowance between lots 5 and 6, the work of this season commencing at concession "T., and ending on that between concessions 4 and 5, 3¼ miles. The work was heavy, embracing a considerable length of swamp; outlay, $1,175.

Huron Line Road.—On this road a bridge was burnt early in the season, which was rebuilt, and some further improvements made upon the road, costing altogether about $130.

Kaskawan Road.—This work began at the intersection of the Milford Haven with the Tenby Bay Road, a point locally known as Cooper's Corners. From this point the road is easterly on the road allowance between concessions 9 and 13 to that between concessions 9 and 11 ; thence southerly, along the last named concession line to the road allowance between lots 5 and 6 ; thence westerly along the last named road to that between concessions 9 and 10, and from thence southerly, following the last mentioned concession line to Milford Haven, and line between lots 7 and 8, a distance of over 2 miles made for an outlay of about $750.

Lines Mill Road, made on the blind line between concessions G. and H. through lots 1 and 2, and from thence in a right line through lot 3 in G. concession to the bridge at Lines Mill. This expenditure was some $275, and the length of road made three-quarters of a mile.

Tenby Bay Road, is more properly the "U" Concession Road, and is now so-called, but in 1879 and '80, when first formed it was named as above, Tenby Bay Road. This season the work was from Centre Road, easterly across lots 6 to 11 inclusive, 1½ miles of practically new work, which cost about $500.

W and 14 Concession Road, was wrought over from lot 6 to lot 16, concession 14. The cost of the work was about $900, and length of road made 2½ miles.

18. Thunder Bay District Roads.

The work in this district was chiefly the repairing of and completion of the road to Kakabeka Falls. A full report has not yet been forwarded.

19. Tarbutt and Port Lock Road.

Beginning at Port Lock Road, and south-east angle of lot letter N. of Johnson, this road runs west to lot 1 on the boundary line between Tarbutt and Tarbutt Additional, a length of about 3½ miles, which has been well made.

Three bridges were built on the line of road over each, Port Lock, Walker and McDonald creeks, with spans of 30, 30 and 25 feet respectively.

20. Thessalon and Bright Road.

The portion constructed was begun about 2 miles east of Thessalon, from whence it was made east to the boundary between Day and Bright, and angle of the four Townships of Bright, Gladstone, Thessalon and Bright Additional ; from thence south 1 mile ; thence east 1 mile ; thence again south ½ mile to the centre of lot 10 in Bright. The overseer in his report says, on the whole we made a good road ; 8¼ miles furnished this season.

WEST DIVISION,

1. Armour Bridge.

This is a bridge built over the north branch of the Maganetawan River on the 10th and 11th concession line of the Township of Armour.

The work was given as a contract and is said to have been well carried out.

2. Axe Lake Road.

It was intended to expend $500 upon this road this year with the expectation of completing it, but the overseer of the work, and whowas also overseer of the McMurrich Road, was allowed to spend a share of this grant in order to complete a certain swamp on the latter road, hence only $100 has been spent on this road, and about one mile of the distance made.

3. Alsace Road.

This road, the construction of which has been in progress for some 3 years, has this season been produced easterly to lot number 8 of Nipissing Township, following as before the road allowance between concessions 2 and 3. This distance is $2\frac{1}{8}$ miles, and there was also built $\frac{3}{4}$ of a mile southerly from this road through lot 10 to connect with a portion of the Muskoka Road, which was made last year from the Gurd Road northerly; a total length therefore of $2\frac{7}{8}$ miles was built.

4. Burk's Falls Road.

In addition to repairs upon the portion made last year, $1\frac{1}{2}$ miles have been made easterly over the road allowance between concessions 8 and 9 of the Township of Armour.

5. Baysville and Huntsville Road.

Five miles repaired of this road from Baysville northerly. Last year this road was repaired from Huntsville southerly, over $2\frac{1}{2}$ miles, and there remains a portion of road between these repairs reported as still requiring an outlay to improve it.

Baysville Bridge may be reported with this work, as having received repairs upon it to the extent of $195.33.

6. Bethune Road

is on the 10th and 11th side-line of Bethune Township, and was made from concession 12 to concession 8, 3 miles. The first $1\frac{1}{2}$ miles is made a good road, chopped 60 feet wide; the remaining portion being a cheaper class of road, cut out only 30 feet wide.

7. Baxter Road.

Six miles of new road have been made, and two miles repaired. The repairs were over portions of the road made two years ago, and of the new work, one mile is the production of the Baxter Road proper to Pine Point on the Georgian Bay, and the remaining 5 miles is a new road from lot 29 of Baxter, in a north-easterly direction to 'Go Home' Bay on the Severn River, and from thence northerly.

8. Baysville and Gravenhurst Road.

Repairs begun about lots 17 and 18, concession 6, and terminating on lot 31, in concession 10 of the Township of Draper, a distance of about 4 miles, and well reported of.

9. Carling Road

is described in last year's report. This season the work was continued northwesterly, crossing the boundary of the old survey on lot 51, and from thence again in the same

course through lots 16, 17 and 18, in concessions 1 and 2 of the "New Survey." Length constructed, 2¾ miles.

10. Conger and Port Cockburn Road.

A new road to connect Port Cockburn with the Carling Road.

It begins on lot 29, concession 5 Humphrey, and runs from thence across lots in the 9th concession to the Port Carling Road, a distance of 3 miles of new road.

11. Christie and Parry Sound Road.

Another new road, connecting the Christie with the Parry Sound Road.

Its commencement is on lot 94 of the Parry Sound Road Survey, from whence it is made northerly to strike the Old Junction No. 2 Road on lot 20, concession 14, Humphrey. 2½ miles of new road throughout.

12. Commanda Road

has this season been produced north-westerly to the side line between lots 20 and 21, in concession 3 of the Township of Patterson. 3 miles of well-made road.

13. Christie Road.

Five miles very permanently repaired from the Parry Sound Road, easterly.

14. Carrington Road.

This is a road which in 1877 was made from Parry Harbour southerly into Foley, and approximately on the line between lots 30 and 31 of that township. The present season, $315 was spent in making a deviation of about half a mile near the Parry Harbour end; other portions were repaired, and the road produced southerly one mile. The Boyne River at the end of the road was also bridged. The entire work may be stated at one mile of new work, and one mile of repairs.

15. Chapman Road.

A road commencing on lot 27, concession 4 of Chapman and within about 4 chains of the 4th and 5th concession line; thence easterly, crossing lots 26 and 28 to the aforesaid concession line; thence again easterly, and, with slight diversions on lots 23 and 24, and again on lots 18 and 19, continuing on the said 4th and 5th concession line to lot number 13, a distance of about 4 miles. A cheap road through a somewhat rough district, but withal, advantageous to settlers.

16. Doe Lake Road.

An old road from the Monteith and Perry Road northerly to the Ryerson Junction Road, via Beggsboro' and Doe Lake P.O. The road was reported as impassable, and is yet far from a first-class road, but the expenditure of $100 has improved it considerably.

Its whole length is about six miles, and has been more or less repaired throughout.

17. Distress River Road.

Two and three-eighths miles of this road were constructed, namely, from lot 23 concession 9 of Strong Township, easterly to the line between lots 27 and 28, and to a point 45 rods north of the blind line between concessions 9 and 10, and from thence easterly, and northerly, crossing the line between lots 28 and 29, 5 chains south of the 10th and 11th concession line, and from this latter point easterly to the line between lots 30 and 31.

Repairs were made over the old road in the Township of Chapman, amounting altogether to about 2 miles of work.

18. Eagle Lake Road,

repaired from Mecunoma easterly, 6 miles. This will be one of the leading roads from the Rosseau and Nipissing Road to the railway now under construction, and should be further improved.

19. Fish Bay Road.

A short line from the Nipissing Road to Fish Bay steamboat landing on Lake Nipissing.

The road is through lot 13 in the 10th, 14 in the 11th, and 15 in the 12th concessions of Nipissing, about 2 miles in all, of which $\frac{3}{4}$ of a mile was made new, and the balance of the road repaired at the small cost of $91.

20. Gravenhurst and Ryde Road.

This road has been opened $2\frac{1}{2}$ miles, beginning on lot 11, at the south boundary of Draper, and working westerly to lot 3, where the road turns northerly to connect with last year's work.

21. Golden Valley Road.

But one mile of this road has been made, but it has been located betwen the Northern and the Mills Road, its course being as follows :—

Commencing on lot 9, concession 5, of Pringle ; thence northerly through concessions 6 and 7 to lot 7 ; thence north-westerly, crossing the road allowance between lots 5 and 6 about the blind line, between concessions 7 and 8 to lot 4 on the road allowance between concessions 8 and 9 ; thence westerly on the last named road allowance to lot 9, concession 5 of Mills Township ; thence northerly around "Milton Lake ;" thence westerly, about the centre of concession 9 to lot 20 ; thence north-westerly to Mills Road on lot 23, about 15 chains north of the blind line between concessions 9 and 10, some 10 or 11 miles.

The work this season was upon the first mile of the road.

22. Himsworth Road and Bridge.

This road was chopped out in 1882 through concessions 7 to 16, inclusive, and on the road allowance between lots 20 and 21 of the Township of Himsworth.

This season $1\frac{3}{4}$ miles have been made travelable, and a bridge has been built over East River upon the same road ; span 54 feet, and total length about 100 feet.

23. Harrison Lake Bridge.

A small bridge on the Lorimer Lake Road, given as a job at the end of last season, the work being a necessity, as the former bridge had been destroyed entirely.

24. Joly Bridge.

Built over the south branch of the Maganetawan River on the road allowance between concessions 4 and 5 of the Township of Joly ; length 52 feet ; main span 30 feet.

Five-eighths of a mile of road was also made for the total sum of $253.79.

25. Junction No. 2 Road.

This was a job let for the building of a bridge on lot 18, concession 12 of Christie, and some repairs upon a dangerous flat.

The work is reported as very satisfactorily performed.

26. Long Lake Road.

A road begun last year and this season continued from lot 11, between concessions 2 and 3 of Perry, westerly to lot 4, a length (new road) of 2 miles.

27. Macaulay Road.

In the first instance about $100 was spent upon the side road between lots 25 and 26, in concessions 10, 11, and portion of 9, in making a mile and a half of road, and the balance in repairing the main road between Bracebridge and Baysville, over about two miles; the work being from the east boundary of Macaulay eastward.

28. Medora Road.

A road from Mortimer's Point, in the Township of Medora, to connect with the Government road.

It is laid out from lot 28, concession C., crossing lot 28 to the line between lots 28 and 29; thence north to the line between E. and F.; thence west to line between 25 and 26; thence north on or near this line to intersect the Port Carling Road on concession 3.

Half a mile of new road made and a log bridge built 350 feet long.

29. Muskoka Road.

Repairs were made between Utterson and Huntsville over some 6 or 7 miles, and again, 8 miles were repaired north and south of Berriedale.

The road was then produced northerly 4½ miles, terminating in the 2nd concession of Machar, the work being generally on the road allowance between lots 15 and 16, while farther to the north 2 more miles were made from lot 8, concession 9 of Nipissing, southerly to the 6th and 7th concessions, and on the side road between lots 5 and 6.

The total amount of work therefore has been 6½ miles constructed, and about 14 miles repaired.

30. McDougall and Foley Road.

Two and three-quarter miles of road made, 1¼ being north, and 1½ south of the Christie Road.

Southerly the road ends on lot 9, about the blind line of concessions 7 and 8 of Foley, and northerly the work dated from the Christie Road, both portions being well done.

31. Monteith and Perry Road.

The first portion of this work is upon a relocation of a section which it was found impossible at any moderate cost to form into a good, or even passable road.

It is from the east side of lot 8, concessions 10 and 11 of Perry, to lot 9 on the same concession line of McMurrich, 4¼ miles, less about forty rods of crosswaying on lot number 5, which should be made during winter weather. A bridge was built over the outlet of Star Lake, at a cost of some $65, and 3 miles of the section from Emsdale easterly were repaired.

32. Muskoka and Bobcaygeon Road.

Repairs continued from end of last year's operations, lot 16, concession 14, Franklin to Dwight P.O., 4 miles.

A new bridge was built over Goldie's Creek—lot 11, concession 10—length 380 feet, including approaches.

33. McMurrich Road.

This is a continuation, westerly, of a road begun last year from the Stisted Road, and upon the 8th and 9th concession road allowance.

Last year 1¾ miles were constructed, and this season a similar length was made; but, being through an almost bottomless muskeg the work was very expensive, costing much more than the appropriation of $600, as will be seen in the summary of expenditure.

34. Maganetawan Road.

With the appropriation for this road nearly 4 miles were constructed, and two bridges built over the Maganetawan River.

The work commenced on lot 24 of Strong and south town line (end of last year's work), and continued easterly on the town line to and across the river, when the first bridge was built. From thence the road was made northerly on the road allowance between lots 30 and 31, 2 miles, where the same river was again bridged. The first bridge is 72 feet, and the second 74 feet long, each with main span of about 40 feet.

On this same road, at the Distress River flats, near the Village of Maganetawan, the water had flooded and destroyed the roadbed, making it impassable. This work, therefore, became necessary, and was an additional expenditure to that first contemplated. About half a mile of the road was raised some 3 feet, costing the sum of $708.21.

35. Mills Road.

Repairs were made over the greater length of this road, 16 miles, and the money said to have been well expended.

36. Musquosh Bridge.

Some necessary repairs to hand-rail, replacing decayed plank, etc., and costing $14.

37. Nipissing Road.

This road was made from lot 32, concession 13 of Himsworth, north-easterly $2\frac{3}{8}$ miles, 5 miles of repairs were made from South-east Bay towards Nipissing Village.

38. Northern Road.

Repairs were continued from near the Maganetawan River, northerly, to Deer River, $3\frac{1}{2}$ miles.

The bridge over the Maganetawan River was repaired and largely rebuilt, as it was found to be in a dangerous condition.

Other bridges south of Dunchurch have been renewed or repaired, as were also two bridges on the Parry Sound Road, near the south end of this Northern Road with, at the same time, repairs upon a rough, rocky hill, some $2\frac{1}{2}$ miles north of the Parry Sound Road.

39. North Cardwell Road.

A road continued from lot 27, between concession 12 and 13, easterly, to lot 21, and thence northerly through the last-named lot, and terminating about the centre of concession 13—2 miles constructed. This road was commenced last year, and $2\frac{1}{2}$ miles made that season.

40. Naiscodtyong Bridge.

As intimated in last year's report upon the North-West Road, this bridge was built during the winter of 1883 and spring following. The difficulty in getting timber to the site of the bridge made its cost somewhat large, but this was unavoidable, and the North-West Road without this structure was at that point useless.

41. Orange Valley Road.

In 1881 this road was begun, and two miles made, as stated in that year's report.

This season $3\frac{1}{2}$ miles were added to its length, commencing on lot 35 of Spence; thence northerly, touching upon lot 1, concession 5, McKellar, at its north-east angle, and again upon the town line, to within a short distance of the road between concessions 6 and 7, McKellar; thence westerly, parallel generally with the last named line, but crossing into the 7th concession on lots 5 and 6, and again bending southerly along or near the line between lots 6 and 7 to about the blind line, between concessions 5 and 6, and again southerly and westerly, ending near Broadbent's Mills.

42. Oakley Bridge.

Repairs to this structure, in order to secure it from falling away from the abutments, cost $60.

43. Perry (*4th and 5th Concession*) Road.

Was chiefly the crosswaying of swamps from the Muskoka Road, westerly.
The length of work is over a mile, and is said to be well done.

44. Poverty Bay Bridge and Road.

A bridge was first built over the Maganetawan River on the line of the road location, costing about $550, and the balance of the appropriation, some $900, spent upon the road, with which sum 4 miles were constructed, 2 miles of which were well made, and the balance, for want of money, was only chopped and grubbed as a winter road.

Its course is as follows:—Beginning on lot 11, between concessions 8 and 9 of Croft, and thence south-westerly to the Maganetawan River, and from thence westerly to the intersection of the Ah-mic Road at Ah-mic Harbour.

This last named road was, from the Harbour to Ah-Mic P.O., in such bad condition that $100 extra was allowed for its partial repair.

45. Port Vernon Road.

Work was begun on the north boundary of Stisted, between lots 30 and 31.

From this point the road follows the said boundary eastward to the same township's eastern boundary, from whence it turns north-westerly, crossing Fisher's Creek, where a substantial bridge 135 feet long was built, and crossing lots 1 and 2 terminates on the 2nd and 3rd concession-line of McMurrich Township. 2 miles have been well made and $2\frac{1}{2}$ opened as a winter road.

46. Pool Lake Road.

A road on the 2nd and 3rd concession line of Strong from the Muskoka easterly, and passing between Stony and Pool Lakes. $1\frac{1}{2}$ miles of the road was wrought over.

47. Peterson Road,

Improved from Prospect Lake in the Township of Draper, easterly some 4 or 5 miles.

48. Powassan Bridge,

on the Himsworth Road, over the South River, is a work now in hand, to be completed during the winter.

It will have a main span of 80 feet, and total length of about 100 feet, to be built according to plan furnished.

49. Rosseau and Nipissing Road.

Three sections were improved; number 1 being between Rosseau and Spence; 2, between Spence and Maganetawan, and number 3 between Mecunoma and Commanda.

On the first section $3\frac{3}{4}$ miles were very thoroughly repaired, and in addition 47 culverts were renewed, and crossways and bridges repaired over 18 miles of the road.

Between Spence and Maganetawan 6 miles were repaired, and on section 3, 12 miles, of which 4 were very permantly repaired.

50. Ryerson Junction (or Missionary) Road.

At the Rosseau Road end 95 rods of crosswaying were laid, besides repairing many of the existing crossways and culverts, together with about half a mile of bush work; while from the Muskoka Road end $3\frac{1}{2}$ miles were repaired westerly.

This will become a leading road to the railway when the latter is completed.

51. Ryerson Centre Road.

A bridge built upon this road last year but not entirely completed for want of funds has been satisfactorily finished, together with some 100 yards of grading for the sum of $196.75. The road was fully described last year.

52. South Armour Road,

begun upon the Armour Road, on the west line of lot 16, and between concessions 2 and 3 of Armour Township, and continued southerly round the south end of "Three Mile Lake," to again meet the concession line before named on lot 24. $2\frac{3}{4}$ miles constructed.

53. Strong (*6th and 7th Concession Line*) Road,

being chiefly the crosswaying of a swamp on the line named, and opposite lots 10 and 11, is about half a mile of work.

54. South River Road.

On the 2nd and 3rd concession line of the Township of Machar is this road, and locally named as above.

Opposite lot 17, occurs a swamp about the width of the lot, which was crosswayed, and about 60 rods of grubbing done besides.

55. Sinclair and Bobcaygeon Road.

Repaired from lot 8 to lot 2, between concessions 4 and 5 of Sinclair; 2 miles.

56. Shawanaga Road.

A short road begun at the Lorimer Lake Road, on lot 37, "North Road Survey," and extended to the north of Shawanaga Lake; $2\frac{1}{4}$ miles. A bridge was also built over a creek on lot 5, concession 5 Hagerman, 118 feet long.

57. Stisted Road.

Repaired over 10 miles, between the Muskoka Road and the Port Vernon, or Hoodstown Road.

58. Stisted No. 2 Road.

This is on the road allowance between lots 10 and 11 of Stisted.

It was produced $1\frac{3}{4}$ miles northward, and to within about 2 miles of the Cardwell Road, which it is intended to intersect.

Included in this expenditure is the completion of a bridge over Black Creek, begun last year; it is 421 feet long and said to be a good structure.

59. Severn River Bridge.

By agreement with the County Council of Simcoe to pay one-half the cost of rebuilding this bridge, which is on the Muskoka Road, at the Severn River Crossing in the Township of Morrison, plans were prepared and the bridge built in accordance therewith.

The estimated cost, $3,000, was exceeded in consequence of the necessity for a temporary floating bridge, and repairs which were made to the old bridge. The half cost has not yet been received from the county, but it is expected daily; so that the sum spent by the Government, will be reduced one-half when the county has paid its share.

60. Sinclair Road.

Work commenced at the Perry and Monteith Road and continued southerly, on the road allowance between lots 25 and 26 of Bethune, one and a half miles; of which the last quarter mile has only been chopped and logged. It is entirely new work.

61. Sinclair and Chaffey Road.

A work begun last year and stopped in consequence of the weather.

The repairs this season are between Grassmere and East River, amounting to 3 miles.

62. Utterson Junction Road

is one 4 miles long, connecting the Muskoka with the Parry Sound Road, and is in the Township of Stephenson.

The expenditure this year was for the purpose of making a deviation about a mile in length to avoid some rocky hills and to complete a floating bridge, towards which latter the township gave assistance. The whole road is now reported a very fair one.

63. Whitestone Valley Road.

This is a road begun, and its course and object fully indicated in last year's report.

Two and one-half miles were constructed this year, beginning on lot 13 and ending on lot 23, and being on the road allowance between concessions 2 and 3 of McKenzie Township.

64. Watt and Cardwell Road

is one which has been located from the Parry Sound to the Cardwell Road, beginning on the line between lots 40 and 41 to lot 45 of the first named road survey; thence north-easterly into the Township of Cardwell, along or near the line between lots 15 and 16 to lot 14 in the 2nd concession; thence northerly to the Cardwell Road at the 6th and 7th concession line.

Two and one-half miles were well made this year, reaching to lot 14, con. 2.

65. Westphalia Road.

A road to open a way to a good German settlement.

Its commencement is on the Rosseau and Nipissing Road on the line between lots 170 and 171 of the road survey, and is produced along the said line south-easterly to lot 2, con. 4 of Gurd Township—$1\frac{1}{4}$ miles of new work reported as fairly done.

EAST DIVISION.

1. Addington Road.

Repaired this season from about 5 miles north of Cloyne, northerly to the end of Massanoga Lake, 6 miles, and now reported as in splendid condition.

Again, repairs were commenced at the town line between Brudenel and Lyndoch, and extended southerly five miles; the former repairs costing $1,190.30, and the latter $685.47.

2. Anstruther Road.

Work done in two sections; the first being repairs over 3 miles of its length, dating from last year's operations; and the second work was commenced at the south-west angle of lot 38 in the 12th concession of Anstruther, and continued to the Burleigh Road on lot 10, con. 4 of Cardiff. 5 miles chopped out 50 feet wide, and partly grubbed for use as a winter road.

3. Admaston Road.

Four and a half miles repaired, between Admaston and D'Acre.

4. Algona and Hagarty Road.

This road is on the road allowance between lots 15 and 16 of the Township of South Algona.

The road is new, extending from the south end of the 9th concession southerly, on the aforesaid side line, about $1\frac{1}{3}$ miles. It is reported by the overseer as a very heavy and expensive piece of work.

5. Bobcaygeon Road.

Repaired from Kinmount northerly towards Minden, $7\frac{1}{2}$ miles, and from Silver Lake in Galway, northerly towards Kinmount, 5 miles. Total repairs $12\frac{1}{2}$ miles.

6. Burleigh Road.

Seven and one-half miles repaired from Apsley northerly, and 2 miles of the southern portion, making $9\frac{1}{2}$ miles repaired for the expenditure.

7. Bancroft and Dungannon Road.

The County Council of Hastings contributed $100 to assist in the repair and construction of these roads, two in number; the first of which (Bancroft Road) is from Bancroft south-westerly to lot 11, con. 10 of Faraday, some 4 miles of repairs or improvement of a road previously opened; and the second, the Dungannon Road, leading from the Hastings Road easterly on the 2nd and 3rd concession line of Dungannon to lot 32, is three miles of work, chopped as a winter road.

8. Barrie Road (No. 2.)

A road under construction and improvement for some years.
This year three-quarters of a mile was made for the expenditure, $303.40.

9. Buckhorn Road.

Repairs from about 2 miles north of Buckhorn, northerly, 8 miles.

10. Brudenel Road,

extends from Free Grant lot No. 296 on the Opeongo Road, northerly. 5 miles of the road were put in excellent order.

11. Bagot and Opeongo Road,

repaired from the Opeongo Road southerly to the Township of Bagot, $4\frac{1}{2}$ miles; and again from Holliday's creek easterly, $2\frac{3}{4}$ miles.

12. Black Bay Road.

This work is on the south side of the Petewawa River in the Township of Petewawa.
One portion of the road was made through lots 5 to 13, both inclusive, in the 8th concession, when $2\frac{1}{2}$ miles were chopped out 30 feet wide and the road levelled.
Again, work was commenced on lot 13 between concessions 5 and 6, and the road made along the said concession line for 2 miles, chopped 40 feet wide and graded in the centre.

13. Cavendish Road.

Repairs begun on lot 10, concession 11 of Galway, and extended westerly 2 miles.

14. Chalk River Bridge.

In 1882 a grant of $500 was made for Chalk River Road, and in 1883 a similar sum was voted for Chalk River Bridge.
The report for 1882 mentioned the outlay of $500 without any particulars as to the location of the road, the report at that time not having reached the office; I therefore now record its position, which is as follows:
Commencing at the post between lots 3 and 4 on the 8th and 9th concession road

allowance in the Township of Wylie; thence on the said concession line to the side road allowance between lots 5 and 6; thence on the last named side road to the line between concessions 9 and 10; thence upon lot 6, to the 10th and 11th concession line. Two other short roads were made through lots 7 and 8 to give settlers an outlet to the main road.

The bridge is built over Chalk River on the 5th and 6th line of Buchanan, is 120 feet long and the approaches 150 yards.

15. Carlow Road.

Two miles of the portion last year chopped out and partially made, have been properly graded and fully opened up, while the grant was not sufficient to complete the whole work. There remains yet a mile to be finished in order to complete the contemplated job.

16. Chandos Road.

Repairs began at Apsley and extended easterly 10 miles. Several deviations were made to avoid rocky hills.

17. Callender Station Road,

is from Callender Station on the Canadian Pacific Railway (lot 10) south-easterly on the road allowance between concessions 8 and 9 to the line between lots 18 and 19, all in the Township of Bonfield.

The road is cut 40 feet wide, and grubbed and graded 16 feet wide in its centre—Its length is two miles.

18. Dummer Road.

The Government Grant was expended upon that portion of the Dummer Road which is in the 8th and 9th concession lines of Dummer Township, from lot 20 to lot 27, some 3 miles of repairs.

It is understood that the Township of Dummer first spent $200 with some 140 days' gratuitous labour, and the County Council $100 upon the same line of road.

19. Douglas and Admaston Road.

Four miles of repairs and $1\frac{1}{2}$ miles of new road made.

This latter work enables settlers to reach a mill on Constant Creek on lot No. 8, Township of Grattan.

20. District Line Road.

This work was done in two sections, the one being $1\frac{3}{4}$ miles of road constructed on the "District Line" between the Townships of Bromley and Wilberforce, from the south side of lot 15 northerly, with some repairs upon the portion constructed. The second work was repairs begun on Range H. of the Township of Alice, extending to lot No. 10, and again from lot 10, concession 5 Stafford, to lots 6 and 7, in all about 3 miles of repairs and $1\frac{3}{4}$ of construction.

21. Eganville and Foy Road.

Repairs over 14 miles, nearly the whole length of the road.

22. Eganville and Round Lake Road.

Improvements over a mile and a half of this road, commencing at the point of ending last year, and ending on lot 31, con. 13 of the Township of Wilberforce.

23. Ferris and Widdifield Town Line Road.

This was ditching through a low portion of the road allowance between the two townships from Lake Nipissing easterly, about 300 yards in length.

24. Faraday and Bancroft Road.

This grant was made for the purpose of opening up a road from lot 12, con. 16 of Faraday, to Bancroft, through lots 9, 10, 11 and 12.

25. Frontenac Road.

Seven miles of repairs from the Missisippi Road northerly.

26. Frontenac Junction Road.

Five miles of repairs from the east end of the road westerly.

27. Grattan (13th con.) Road.

Work commenced on lot 22, con. 13, and extended to lot 33 along the said concession road. $2\frac{3}{4}$ miles of repairs.

28. Glastonbury Road.

Three miles of repairs from the Addington Road. Two bridges were also constructed with spans of 25 and 30 feet respectively. This road was first repaired in 1881.

29. Gull River Bridge.

This bridge is on the Bobcaygeon Road near the Village of Minden, and the expenditure was from a portion of the grant made upon the road.

The repairs were extensive, amounting largely to a renewal of the structure, which is 165 feet long. Some repairs were also made upon the road near the bridge.

30. German Road,

commences at the intersection of the Eganville and Round Lake Road with the road allowance between lots 20 and 21 in con. 12 of the Township of Wilberforce, and ends on lot 22 in the 12th concession—$2\frac{1}{4}$ miles. The work was general repairs over the above distance.

31. Harvey Road.

Improved from lot 20, con. 9, to lot 21, concession 13—3 miles.

32. Hastings Road.

Two sections repaired; the first, from Thanet (30 miles north of Madoc) northerly 15 miles. The second, from Maynooth southerly 4 miles, to what is known as Selby's Hill. 19 miles were therefore repaired, and it is said the improvements are of a very permanent nature.

The sum of $58.32 was also spent in repairing the York River Bridge.

33. Horton and Ross Road.

This work is on the road allowance between concessions 8 and 9, lot No. 16 of the Township of Ross, and was the filling in to form a road over three gullies or ravines, one being 320 feet wide; No. 2,170 feet, and No. 3,200 feet. A heavy piece of work.

34. Hyde's Chute Bridge.

This work was the construction of a pier and boom for the protection of the bridge from danger of injury by the passage of timber and logs during spring freshets.

The pier is 20 feet wide, 22 feet high, and 24 feet long, well made and framed, and filled with stone.

The planking and hand-rail of the bridge were also repaired.

35. Jones' Falls and Battersea Road.

The road was commenced at Jones' Falls, on the Rideau Canal, in the Township of South Crosby, and extended in a south-west direction to the boundary line between the above named township and Storrington, intersecting the same in the 13th concession of the latter township—4½ miles of repairs.

36. Kaladar Road.

Commences at the Addington Road upon lot 10, con. 7, Kaladar; thence westerly on lot 9, con. 7, lot 8, con. 6, lot 8, con. 5, lots 6 and 7, con. 4, and thence to lot 3, con. 3.

It is on the south side of the Ontario and Quebec Railway, and was repaired over 6 miles.

37. Lavant and Snow Roads.

The Lavant Road was repaired from the east boundary of Lavant westerly, 11 miles.

The Snow or Mississippi Road was repaired from its east end westerly, but the chief work was the filling in of a low swampy portion with stone and other solid material.

38. Lonsdale and Bridgewater Road.

This season two miles of road were made, extending through the 6th concession of the Township of Hungerford, the road itself being on the line between lots 24 and 25.

39. Mud Creek Bridge.

The bridge is situate upon lot 9, between concessions 2 and 3 of the Township of Stafford, and is over Mud Creek. Its length is 50 feet and main span 25 feet.

Besides the construction of the bridge about 50 rods of a low marsh were filled in with stone and covered with clay, and was necessary as an approach to the bridge.

40. Mud Lake Road.

From Eganville westerly along the Bonnechere River, was repaired over 1½ miles. A large number of pine stumps removed.

41. Mattawa Bridge.

This bridge was too low, endangering the safety of the structure.

It was raised throughout its entire length of 696 feet, 2 feet 4 inches, and planked anew with 3 inch planking.

It is now supposed to be good for 10 years.

42. Mattawa and Tamiscamingue Road.

This road commences at Mattawa and extends in a north-westerly direction along the south side of the Ottawa River.

Five miles were made this season, the first three being over a very rough and strong section, requiring some 50 stone culverts for water drains.

The work is reported as having been done in a very permanent manner, the road throughout well supplied with off-lake drains and culverts.

43. Mount St. Patrick Road.

Repaired from the Opeongo Road southerly, 3½ miles.

This road is now reported as in good condition throughout.

44. Methuen Road.

Eight miles of repairs, one being north, and seven south of the Chandos Road.

Several improvements were made in the location of the road and a bridge built over a stream known to the poetic settlers as "Stinking Creek."

45. Monck Road.

Repaired from the boundary between Glamorgan and Monmouth to within about one and a half miles of Cheddar; about 14 miles in all of road repaired.

46. Moore's Falls Bridge and Road.

Extensive repairs were made to this bridge, which is over Gull River, on the Cameron Road, and in addition the road itself was repaired from the bridge northerly about 10 miles.

47. Mississippi Road.

There were 14½ miles of this road repaired, 6½ in the County of Hastings, and 8 in the County of Addington. The first mentioned were from the east boundary of the Township of Mayo, westerly, and the second from about 4 miles from the east end of the road westerly.

48. North Bay and Tamiscamingue Road,

is an entirely new work begun at the Canada Pacific Railway section at North Bay of Lake Nipissing, and constructed northerly on the road allowance between lots 20 and 21, through concessions B and C of Widdifield Township, a distance of about 1¾ miles, where it meets an old lumber road leading to Trout Lake.

The work was very heavy and therefore expensive, but is reported as very well done. It is chopped 50 feet wide and grubbed 12 feet.

49. Osceola and Douglas Road.

Situate between lots 9 and 10, and in concessions 3 and 4, Township of Bromley.

One and a quarter miles of repairs.

50. Parham and Arden Road.

This grant was made to finish a crossway begun but not completed last year.

It is 67 rods long and is situated on lots 6 and 7 in the 11th concession of Kennebee.

Besides the above, repairs were made on the town line between Oldham and Kennebec, between lots 1 and 6, 1½ miles.

51. Portage Du Fort Road.

A road lying between Portage du Fort on the Ottawa River and Haley's station on the Canada Pacific Railway.

Two miles were improved this season from Haley's station westward.

52. Peterson Road.

The portion repaired this season was in very bad condition, but now reported as a good road.

Work was commenced some 12 miles east of the Hastings and continued easterly 6½ miles. The sum of $176.06 was spent in repairs upon the Combermere Bridge on the above road.

53. Perrault Settlement Road.

Repairs from the road allowance between lots 20 and 21, concession 10, of Grattan, northerly along the said road allowance to concession 17, 5¼ miles of repairs and three quarters of a mile of a new road made through concession 16.

54. Pembroke and Mattawa Road.

In the Township of Papineau, from Mattawa easterly, received 4 miles of repairs.

55. Pembroke and Alice Road.

Commencing on the concession line between 10 and 11 at the line between lot 30 and concession B (Township of Alice), the road was repaired southerly one and a half miles.

56. Pole Church Road.

A road from the line between lots 30 and 31, concession 4, of the Township of Hagarty, south-westerly to lot 33 in the same concession.

It is a new road one and a quarter miles long, chopped and cleared 35 feet wide.

57. Petewawa Bridge.

The renewal of a bridge constructed some 20 years ago and slightly repaired in 1879. It will be 260 feet long, having 3 spans of 55 feet each and 1 of 35.

It is not yet examined and finally reported upon, but being in the hands of a good mechanic and bridge builder, will no doubt prove satisfactory. An additional grant is required to pay the balance due, the sum first voted being quite insufficient.

58. Pembroke and Barrie Bay Road.

A road commenced last year and only a portion of the grant expended.

This year a road 7½ miles long, and of a somewhat cheap character, was opened from near the south-west corner of the Township of Fraser, easterly, to meet last year's work.

The first 2½ miles are fairly made, and the balance formed as a winter road.

59. Perth Road.

Repairs from lot 1, concession 12, to lot 11, concession 14, in the Township of Storrington; 3½ miles.

60. Round Lake Road.

Repaired from lot 24, concession 1, Hagarty, easterly 1 mile, and southerly 2 miles.

Again, beginning on the 3rd concession-line of Brudenel, repairs were made southerly between lots 15 and 16, 1½ miles, giving a total of 4½ miles.

61. Renfrew and Douglas Road.

Five and a half miles of this road were repaired from Douglas, southerly, towards Renfrew, and a bridge built at Moore's Falls, some 3 miles south of Douglas, 50 feet long, resting on two piers and two abutments.

62. Ross and Bromley Road.

Last year a portion of this road was made and other portions repaired.

This season one and a quarter miles were constructed, and the road now ends on lot 15, concession 1, of Bromley.

63. Sharbot Lake Road.

The grant was made to assist in opening the road from a floating bridge, built last year. For this outlay of $300, of which $254 has been paid, about a mile and a quarter was made through lots 10, 11 and 12, in concession 1, of the Township of Oso.

64. Stafford Road.

Commencing on lot 23, concession 1, of Stafford, this road was repaired to lot 26, in the same concession; 2 miles.

65. Snowdon Bridge.

A bridge over Burnt River, 218 feet long, and valued by the inspector at $325.

It was built under the directions of the Municipality of Snowdon, the agreement being that the Government would pay $200 towards its construction, upon the report of the inspector that the bridge was properly and satisfactorily completed. This report has been obtained.

66. Snowdon and Minden Road.

Work commenced from the Bobcaygeon Road, lot No. 2, concession A, Minden, and 11 rods north of the line between lots 1 and 2; thence in an easterly course through concession A, across lots 1, 2, 3, 4, and 16 rods in upon lot 5. The whole length made and repaired is 2¼ miles, which is mostly construction, as the parts repaired were little more than a trail.

67. Sheffield Road.

Repaired from lot 15, concession 9 of Sheffield, southerly to lot 6, and from thence to lot 1, concession 14, or south boundary of the Township. Five and a half miles of repairs.

68. Tudor Road.

In 1882, as then reported, this road was made from lot 15, concession 16 of Cashel, to lot 24 in the 7th concession of Mayo. The following year some three miles of the same portion were repaired.

This year the work was continued southerly to the town line, between Mayo and Cashel, 5 miles, and thence to lots 16 and 17, between concessions 12 and 13 of Cashel, 4 miles, making 9 miles of road which is called new work as it had only been roughly chopped out previously.

The road now ends at the Mississippi Road.

69. Trout Lake and Folger Road.

A road leading from Trout Lake, in the Township of South Canonto, to Folger Station, on the Kingston and Pembroke Railway, about 3 miles north of Lavant Road.

The work consists of one mile of new road, and three miles of repairs upon what was an old lumber road.

The work is well reported of both as to quality of work performed, and also as to the value of the road to the settlers.

70. Victoria Road.

These repairs were from the Monck Road, intersection, northerly to Black River, about 8 miles. A bridge was built over a creek about 3 miles north of Monck Road, 160 feet long.

71. Vennachar Road.

This road, which in the report of 1881, is described pretty fully, was this season repaired over 5 miles of its length, and reported in a good state for travel.

72. Wollaston Road.

A road two miles long, as mentioned last year.

The whole length was graded and levelled this year, and a good and useful road secured to the settlers in Chandos.

73. West Mountain Road.

Four miles of repairs, commencing on lot 3, concession 13, and ending on lot 12, concession 14, of the Township of Brougham.

74. Wilberforce (*5th and 6th Concession*) Road.

As the name suggests, this road is on the concession-line between 5 and 6 of Wilberforce. It extends from the Bonnechere River northerly 1½ miles. It is new work.

75. Wylie Road.

A new road, from the boundary between Wylie and Rolph at lot 5, concession 15, of Wylie, and extended south-easterly one mile and a-quarter.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS, 1884.

North Division.

1.	Batchewaning (including Dominion grant)	Road	$2,155 88
2.	Barr River Work		50 00
3.	Bruce Mines	Road	150 00
4.	Barrie Island	Bridge	3,640 42
5.	Coffin Additional	Road	1,0 4 75
6.	Day (Second Concession)	"	203 90
7.	Grand Portage	"	957 08
8.	Goulais River Bridge (including Dominion grant)		728 75
9.	Gosses Creek	Bridge	640 00
10.	Indian Peninsula	Road	600 93
11.	Korah	"	200 00
12.	Kirkwood (extension)	"	630 20
13.	Lake Shore	"	908 94
14.	Mississaga	Bridge and Road	2,230 65
15.	Manitoulin Island Roads (as per Report, pages 59 and 60)		6,986 43
16.	Port Finlay	Road	1,238 79
17.	St. Joseph Island Roads (as per Report, page 61)		3,661 24
18.	Thunder Bay District	Roads	946 21
19.	Tarbutt and Port Lock	Road	1,547 03
20.	Thessalon and Bright	"	2,233 51
			$30,724 71

West Division.

1.	Armour	Bridge	$100 00
2.	Axe Lake	Road	100 00
3.	Alsace	"	818 09
4.	Burk's Falls	"	504 11
5.	Baysville and Huntsville	Road and Bridge	1,157 96
6.	Bethune	Road	728 61
7.	Baxter	"	827 17
8.	Baysville and Gravenhurst	"	799 06
9.	Carling	"	370 00
10.	Conger and Port Cockburn	"	192 20
11.	Christie and Parry Sound	"	306 69
12.	Commanda	"	1,046 26
13.	Christie	"	996 87
14.	Carrington	"	315 00
15.	Chapman	"	500 58
16.	Doe Lake	"	100 63
17.	Distress River	"	1,503 70
18.	Eagle Lake	"	906 14
19.	Fish Bay	"	91 00
20.	Gravenhurst and Ryde	"	884 95
21.	Golden Valley	"	300 00
22.	Himsworth	Road and Bridge	1,195 50
23.	Harrison Lake	Road	50 00
24.	Joly	Bridge	253 79
25.	Junction No. 2	Road	135 00
26.	Long Lake	"	520 25

27.	Macaulay	Road	$800 85
28.	Medora	"	200 00
29.	Muskoka	"	3,767 43
30.	McDougall and Foley Junction	"	501 17
31.	Monteith and Perry	"	1,877 25
32.	Muskoka and Bobcaygeon	"	1,092 97
33.	McMurrich	"	1,025 00
34.	Maganetawan	"	1,851 96
35.	Mills	"	478 30
36.	Musquosh	Bridge	14 00
37.	Nipissing	Road	1,566 80
38.	Northern	"	2,202 98
39.	North Cardwell	"	509 00
40.	Naiscodtyong	Bridge	1,332 70
41.	Orange Valley	Road	1,014 53
42.	Oakley	Bridge	60 00
43.	Perry (4th and 5th concession)	Road	400 37
44.	Poverty Bay	Bridge and "	1,593 76
45.	Port Vernon	"	1,179 95
46.	Pool Lake	"	713 43
47.	Peterson	"	417 88
48.	Powassan	Bridge	400 00
49.	Rosseau and Nipissing	Road	5,895 40
50.	Ryerson Junction (or Missionary)	"	1,014 46
51.	Ryerson Centre	"	196 75
52.	South Armour	"	499 15
53.	Strong (6th and 7th concession)	"	275 00
54.	South River	"	250 00
55.	Sinclair and Bobcaygeon	"	504 73
56.	Shawanaga	"	400 00
57.	Stisted	"	1,005 42
58.	Stisted No. 2	"	660 00
59.	Severn Bridge (including County grant)		3,311 62
60.	Sinclair	Road	502 75
61.	Sinclair and Chaffey	"	400 00
62.	Utterson Junction	"	250 53
63.	Whitestone Valley	"	978 85
64.	Watt and Cardwell	"	500 00
65.	Westphalia	"	500 00
			$54,848 55

East Division.

1.	Addington	Road	$1,875 77
2.	Anstruther	"	622 29
3.	Admaston	"	1,057 38
4.	Algona and Hagarty	"	604 58
5.	Bobcaygeon	"	973 29
6.	Burleigh	"	406 53
7.	Bancroft and Dungannon Roads (including Municipal grants)		600 00
8.	Barrie No. 2	Road	303 40
9.	Buckhorn	"	417 75
10.	Brudenel	"	842 34
11.	Bagot and Opeongo	"	861 66
12.	Black Bay	"	517 79
13.	Cavendish	"	425 00

14.	Chalk River	Bridge	$775 63
15.	Carlow	Road	429 92
16.	Chandos	"	361 75
17.	Callender Station	"	1,043 80
18.	Dummer	"	518 50
19.	Douglas and Admaston	"	1,007 81
20.	District Line	"	1,488 07
21.	Eganville and Foy	"	605 11
22.	Eganville and Round Lake	"	611 37
23.	Ferris and Widdifield	"	246 08
24.	Faraday and Bancroft	"	204 60
25.	Frontenac	"	407 74
26.	Frontenac Junction	"	350 00
27.	Grattan	"	518 79
28.	Glastonbury	"	500 00
29.	Gull River	Bridge	545 28
30.	German	Road	518 84
31.	Harvey	"	200 00
32.	Hastings	"	997 37
33.	Horton and Ross	"	700 00
34.	Hyde's Chute	Bridge	508 92
35.	Jones' Falls and Battersea	Road	500 00
36.	Kaladar	"	504 48
37.	Lavant and Snow	Roads	1,000 00
38.	Lonsdale and Bridgewater	Road	750 09
39.	Mud Creek	Bridge	502 60
40.	Mud Lake	Road	503 75
41.	Mattawa	Bridge	1,138 00
42.	Mattawa and Tamiscamingue	Road	2,519 04
43.	Mount St. Patrick	"	503 63
44.	Methuen	"	369 93
45.	Monck	"	487 13
46.	Moore's Falls	Bridge	1,006 03
47.	Mississippi	Road	1,007 83
48.	North Bay and Tamiscamingue	"	861 03
49.	Oceola and Douglas	"	301 12
50.	Parham and Arden	"	205 54
51.	Portage du Fort	"	300 00
52.	Peterson	"	679 91
53.	Perrault Settlement	"	1,002 63
54.	Pembroke and Mattawa	"	500 93
55.	Pembroke and Alice	"	502 35
56.	Pole Church	"	350 00
57.	Petewawa	Bridge	900 00
58.	Pembroke and Barrie Bay	Road	1,002 81
59.	Perth	"	600 00
60.	Round Lake	"	1,281 00
61.	Renfrew and Douglas	"	1,029 52
62.	Ross and Bromley	"	612 60
63.	Sharbot Lake	"	254 00
64.	Stafford	"	301 02
65.	Snowdon	Bridge	200 00
66.	Snowden and Minden	Road	700 62
67.	Sheffield	"	318 60
68.	Tudor	"	745 57
69.	Trout Lake and Folger	"	500 00
70.	Victoria	"	730 44

71. Vennachar	Road	$416 50
72. Wollaston	"	301 15
73. West Mountain	"	500 00
74. Wilberforce	"	508 40
75. Wylie	"	300 00
		$48,747 33

RECAPITULATION.

I. North Division	$30,724 71
II. West "	54,848 55
III. East "	48,747 33
IV. Balances of 1883	12,447 34
V. Inspection	4,795 00
	$151,562 93
Less Dominion and Municipal Grants, Refunds and Sales	2,386 90
Total Departmental Expenditure	$149,176 03

HENRY SMITH,
Supt. Colonization Roads.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1884.

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO

FOR THE YEAR

1885.

Printed by Order of the Legislative Assembly.

Toronto:
PRINTED BY WARWICK & SONS, 26 & 28 FRONT STREET,
1886.

CONTENTS.

COMMISSIONER'S REPORT:— PAGE.

Sales—Crown Lands ..... v.
" Clergy Lands ..... v.
" Common School Lands ..... v.
" Grammar School Lands ..... v.
Revenue arising from Crown Timber ..... vi.
Collections and Revenue ..... vi.
Disbursements ..... vi.
Woods and Forests ..... vi.
Prevention of Bush Fires ..... vii.
Free grants ..... vii.
Crown Surveys ..... viii.
Municipal Surveys ..... ix.
Mineral Surveys ..... ix.
Colonization Roads ix

APPENDICES:—

No. 1. Return of Officers and Clerks in the Department 1
2. " Crown Land Agents 3
3. Statement of Lands sold and amounts of sales and collections 4
4. " Gross collections 5
5. " Receipts considered as Special Funds 6
6. " Gross Disbursements 7
7. " Revenue from Woods and Forests 10
8. " Crown Timber Agents, etc 11
9. " Timber and amounts accrued from dues, etc 12
10. Return of Locations, etc, under Free Grants Act 14
11. " Letters received and mailed 18
13. Statement of Municipal Surveys confirmed 19
14. " " ordered 20
15. " Crown Land Surveys completed 22
16. " " in progress 24
17. " Mineral Lands patented in unsurveyed territory 25
18. " Work performed in Surveys Branch 28
19. " Candidates who have passed Board of Examiners of Land Surveyors 29
20. Report on Mining near Rabbit Mountain 30

Surveyors' Reports :—				Page.
No. 21.	District of Nipissing—	Township of	Blezard	32
22.	"	"	Lorrain	33
23.	"	"	Olrig	34
24.	"	"	Bower	35
25.	"	"	Clara	37
26.	"	Meridian Line		38
27.	"	Township of	Cameron	39
28.	District of Algoma—	"	Hart	41
29.	"	"	Trill	42
30.	"	"	Levack	43
31.	"	"	Cascaden	44
32.	"	"	Dowling	45
33.	County of Renfrew—Residue of		North Algoma	47
34.	District of Algoma—Township of		Cartier	48
35.	"	"	Baldwin	49
36.	"	"	Nairn	50
37.	"	"	Gould	51
38.	District of Thunder Bay—	"	O'Connor	52
39.	"	"	Gillies	53
40.	"	"	Lybster	55
41.	County of Renfrew—Residue of		Fraser	56
42.	District of Nipissing--Township of		Freswick	58

No. 43. Report on Colonization Roads:

North Division	60
West Division	65
East Division	71
Summary of Expenditure	79
Recapitulation	82

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO

FOR THE YEAR 1885.

To His Honour the Honourable JOHN BEVERLEY ROBINSON,
Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:

I have the honour, in accordance with the Act for the Sale and Management of the Public Lands, to submit to Your Honour the following account of the transactions of my Department for the year ending the 31st December, 1885.

CROWN LANDS.

There were sold of the Crown Lands during the year 99,918 acres. The sales amount to $89,017 and the collections to $85,286. *(See Appendix No. 3, page 4.)*

CLERGY LANDS.

There were sold of the Clergy Lands during the year 1,270 acres. The sales amount to $1,452 and the collections to $9,403. *(See Appendix No. 3, page 4.)*

COMMON SCHOOL LANDS.

There were sold of the Common School Lands during the year 65⅝ acres. The sales amount to $515 and the collections to $18,981. *(See Appendix No. 3, page 4.)*

GRAMMAR SCHOOL LANDS.

There were sold of the Grammar School Lands during the year 1,572½ acres. The sales amount to $1,107 and the collections to $1,578. *(See Appendix No. 3, page 4.)*

REVENUE ARISING FROM CROWN TIMBER.

The accruals for timber dues, ground rents, etc., during the year amount to **$657,298** and the total collections on account of timber dues, ground rent and bonuses amount to $604,339. (*See Appendix No. 7, page* 10.)

COLLECTION AND REVENUE.

The total collections of the Department during the year amount to **$736,865.** (*See Appendix No. 4 page 5.*)

DISBURSEMENTS.

The gross disbursements of the Department for the year 1885 amount to **$242,787.** (*See Appendix No. 6, pages 7, 8 and 9.*)

WOODS AND FORESTS.

The sawn lumber trade of 1885 has been an improvement on that of the preceding year, and those whose individual interests render them watchful of prospects ahead are sanguine as to the lumber market of 1886. It is hoped that their expectations will be realized.

There are two notable features in the lumber business of the past season—one is a large increase in exportation to Europe, South America, etc., of sawn lumber, inch and inch and quarter stuff in the rough, as well as planed lumber, doors, windows, etc.; the other is the falling off in the production of square pine timber. Both circumstances are in the direction of observations on manufactured lumber and square and waney pine timber in my report of 1879, in which I called attention to a shipment of pine boards direct from the saw mills at Ottawa by rail to Quebec, thence to Glasgow, Scotland. This at the time was looked upon as a pioneer transaction.

On the 22nd October last a public sale of scattered and exposed timber berths on the north shore of Lake Huron was held. The berths offered aggregated an area of 1,057¼ square miles, and consisted of some fourteen berths—439¼ square miles—sold in October, 1872, but with respect to which the purchasers failed to comply with the conditions of sale. The balance of the area—618 square miles—comprises a number of broken fronted and other spaces lying along the shores of the lake, which were not offered for sale in 1872. The berths last sold are situated in various directions throughout the extensive territory between French River on the east and Thessalon River on the west, generally far apart from each other, and all of them surrounded by licensed limits; those on the front in several instances being partly bounded by limits held under license from this Department and partly by Indian Reserves, covered by timber licenses granted by the Federal Government.

Since the sale of berths in 1872 till recently the risk of loss to the revenue from trespass on the limits offered for sale last October had been slight, owing to the limited extent of lumbering in the district, but for some time prior to the sale more active operations had commenced, with every indication that they would become more and more

extensive; in consequence the unlicensed areas became much more exposed, not only to trespass (especially where the boundaries of adjoining limits have not been defined on the ground), but also to largely increased danger from fires from circumjacent works.

The detection or prevention of trespass, when the extent of country is taken into account, would call for serious expenditure. Under the circumstances it was considered in the public interest that the scattered berths should be placed under timber license, when the ordinary arrangements for wood ranging would suffice for the supervision of operations, and the risk of loss by forest fires materially lessened through the vigilance exercised by licensees.

The attendance at the sale was large and representative, the bidding spirited, and the result satisfactory, the amount realized for bonuses and the first season's ground rent being $328,930.

The accruals for timber dues, ground rents, and bonuses for the year, amount to $657,297.84; the amount collected during the year as timber dues, ground rents and bonuses is $604,339, which includes $148,558, collected on sale of October last, Woods and Forests revenue proper being $455,781.

PREVENTION OF BUSH FIRES.

For some time the Department has been anxious to devise means of preventing and suppressing bush fires, and of enforcing the provisions of the "Fire Act." It was determined last season to try the effect of placing a number of men upon the various limits which, through settlement and other causes, were exposed to danger from fire. Accordingly the co-operation of the licensees interested was invited, it being proposed that they should name and recommend the men to be appointed on their limits and bear half of all the expenses connected with the experiment; which a number agreed to do.

Under instructions from the Department, thirty-seven men were placed in the field and kept on duty between the 1st day of May and the 1st day of October.

The effect of their presence has been excellent. Fires were suppressed which otherwise might have become vast conflagrations, causing incalculable losses. Persons wantonly violating the provisions of the "Fire Act," were promptly brought to justice and fined, and a general and strong interest in the direction of preventing the starting and spread of bush fires was created and kept alive.

At the close of the season the licensees expressed their great satisfaction at the benefits resulting from the experiment, and urged its continuance and extension.

The total cost of the service for 1885 was $7,911, of which sum one half has been refunded by the licensees, leaving the nett cost of this service to the Department to be $3,955.50.

FREE GRANTS.

At the date of my last report there were open for location, under "The Free Grants and Homestead Act," 127 townships, to which the township of Sherborne in the Provisional County of Haliburton and the Township of Laurier in the District of Parry Sound have been added during the year, making a total of 129 townships now open for location.

There were 1,236 locations made during the year on 176,351 acres of land, and 5,998 acres of land were sold to 149 locatees.

During the same period 563 lots, located in former years, were resumed for non-performance of the settlement duties, and 581 patents were issued to free grant locatees. (*See Appendix No. 10, pages 14-17.*)

The Township of Parkinson, in the District of Algoma, has been opened for sale during the year at 20 cents per acre cash, on certain conditions of settlement, and this township, with the Townships of Kirkwood, Day, Wells, Bright, Bright Additional, Gladstone, Thompson and Patton, previously opened on the same conditions of settlement, have been formed into a Crown Land Agency, and William L. Nichols, Esq., whose office is at Thessalon, appointed agent.

The country along the line of the Northern and Pacific Junction Railway, from Gravenhurst to Callendar, and of the Canadian Pacific Railway north of Lakes Nipissing and Huron, contains a large percentage of land suitable for farming and grazing purposes. The liberal conditions on which lands can be obtained for actual settlement, and the ease of access through the railways, have induced many settlers to take up lands in the neighbourhood for farming purposes during the year, while villages of more or less importance are springing up at the principal railway stations along the line.

CROWN SURVEYS.

The undermentioned surveys have been performed during the year, that is to say, the Townships of Bower, Clara and Freswick, in the District of Nipissing, have been subdivided into farm lots of one hundred acres each; the residues of the Townships of North Algona and Fraser, in the County of Renfrew, into farm lots of one hundred acres, each; the Townships of Blezard, Lorrain and Olrig, in the District of Nipissing, and the Townships of Cartier, Cascaden, Dowling, Gould, Hart, Levack and Trill, in the District of Algoma, and the Townships of Gillies, Lybster and O'Connor, in the District of Thunder Bay, into lots of three hundred and twenty acres each.

A meridian line extending forty-two miles, in the District of Nipissing, was run.

A verification survey of the Township of Kennebec has been partly performtd.

The returns of the above named surveys have, so far as received, been examined and closed.

The returns of survey of the Township of Cameron, in the Huron and Ottawa Territory, and the Townships of Baldwin, Creighton, Fairbank and Nairn, in the District of Algoma, not having been closed at the date of my last report, have been examined and closed during the year.

The outlines of several timber berths in the Districts of Nipissing and Algoma have been run.

The particulars in relation to these surveys will be found in *Appendices Nos. 15 and 16, pages 22, 23, 24.*

The Surveyors' Reports in relation to the surveys will be found in *Appendices Nos. 21 to 42*, and *pages 32 to 58* inclusive.

MUNICIPAL SURVEYS.

Seven municipal surveys have been confirmed, and eight instructions for same issued during the year. The particulars relating to these surveys will be found in *Appendices Nos. 13 and 14, pages 19, 20 and 21.*

MINERAL SURVEYS.

Patents have been issued during the year for nine thousand and twenty-three acres of land for mining purposes, principally near White Fish Lake and Rabbit Mountain, in the District of Thunder Bay. *(See Appendix No. 17, pages 25, 26 and 27.)*

A brief report on the mining operations in the vicinity of Rabbit Mountain will be found in *Appendix No. 20, page 30.*

COLONIZATION ROADS.

The total expenditure on Colonization Roads during the year amounts to $121,435.32. the particulars of which will be found in Superintendent's Report, *Appendix No. 43, pages 60 to 82*, inclusive.

Respectfully submitted,

T. B. PARDEE,
Commissioner of Crown Lands

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1885.

APPENDIX No. 1.

Return of Officers and Clerks in the Department of Crown Lands for the year 1885.

Branch.	Name.	Designation.	When Appointed.	Salary per annum.	Remarks.
				$ c.	
	Hon. T. B. Pardee	Commmissioner	1873, December 4	4,000 00	
	Thos. H. Johnson	Assistant Commissioner	1869, August 21	2,800 00	
	George Kennedy	Law Clerk	1872, February 1	1,800 00	
	T. W. Gibson	Short Hand Writer and Clerk	1880, August 18	1,200 00	
Free Grants and Sales	A. Kirkwood	Chief Clerk	1854, March 21	1,700 00	
	J. M. Grant	Clerk	1860, May 12	1,250 00	
	J. J. Murphy	Clerk in charge of Free Grants	1872, May 1	1,200 00	
	P. Alma	Clerk	1871, August 1	950 00	
	Julian Sale	Clerk	1871, August 5	800 00	
Surveys, Patents and Roads	G. B. Kirkpatrick	Chief Clerk	1866, January 30	1,700 00	
	W. Revell	Clerk	1871, October 2	1,000 00	
	W. F. Lewis	Clerk		850 00	
	E. Fox	Chief Clerk, Patents	1857, September 28	1,400 00	
	A. J. Taylor	Clerk	1872, October 1	1,200 00	
	H. Smith	Sup'dent of Colonization Roads	1881, January 1	1,800 00	
	C. Cashman	Clerk	1872, September 1	1,000 00	
Woods and Forests	G. B. Cowper	Chief Clerk	1857, October 14	2,000 00	
	A. White	Clerk	1882, January 1	1,700 00	
	J. A. G. Crozier	Clerk	1867, December 1	1,200 00	
	H. R. Hardy	Clerk	1883, November 1	800 00	

Return of Officers and Clerks in the Department of Crown Lands for the year 1885.

Branch.	Name.	Designation.	When Appointed.	Salary per annum.	Remarks.
				$ c.	
Accounts	D. G. Ross	Accountant	1861, April 15	1,500 00	
	R. H. Browne	Chief Clerk, Agents' Returns	1862, May 14	1,250 00	
	C. P. Higgins	Clerk	1873, July 1	850 00	
	E. Leigh	Clerk	1873, December 20.	800 00	
	J. Morphy	Registrar	1851, June 1	1,600 00	
	J. Bradshaw	Office Keeper	1852, March 27	500 00	
	A. Macdonald	Messenger	1862, May 19	500 00	
	D. Kinnan	Night Watchman		460 00	

D. GEORGE ROSS,

Accountant.

THOS. H. JOHNSON,

Assistant Commissioner.

Department of Crown Lands,

Toronto, 31st December, 1885.

APPENDIX No. 2.

List of Crown Land Agents, for the Disposal of Free Grants, 1885.

Name.	District or County.	Date of Appointment.	Salary Per Annum.	REMARKS.
			$ c.	
Anderson, D.	Part of Peterborough	1870, November 21	500 00	
Best, S. G.	" Parry Sound District	1875, March 23	500 00	
Brown, C. P.	" Algoma District	1872, June 25	500 00	
Cockburn, J. D.	" Nipissing District	1884, May 21	500 00	Agent for sale of land.
Day, J. F.	" Algoma District	1875, July 19	500 00	
Dawson, G. W.	" Frontenac and Addington	1882, February 17	500 00	
Duncan, A. G.	St. Joseph Island	1883, December 23	200 00	
Fielding, W.	Part of Victoria	1882, February 23	500 00	
Gilligan, B. J.	" Nipissing District	1884, March 26	500 00	
Handy, E.	" Parry Sound District	1878, January 3	500 00	
Kennedy, A.	" Renfrew	1871, August 21	500 00	Died 14th October, 1885.
Kennedy, J. D.	" Renfrew	1885, October 30	500 00	
Mackay, T.	" Parry Sound District	1881, December 5	500 00	
Macpherson, R.	" Frontenac	1871, July 18	500 00	Agent for sale of land.
Nichols, W. L.	" Algoma District	1885, August 27	500 00	" "
Reeves, J.	" District of Nipissing	1872, February 12	500 00	
Scarlett, J. S.	" Parry Sound District	1880, June 17	500 00	
Stewart, C. R.	" Hastings	1882, May 1	500 00	
Tait, J. R.	" Hastings	1869, May 28	500 00	
Taylor, T. C.	" District of Muskoka	1881, December 15	500 00	
Whelan, J.	" Renfrew	1884, September 19	500 00	
Wright, A.	" Thunder Bay District	1875, May 5	500 00	

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

Department of Crown Lands,
Toronto, 31st December, 1885.

APPENDIX No. 3.

STATEMENT of Acres of Land Sold, Amount of Sales, and Amount of Collections for the Year 1885.

SERVICE.	Acres Sold.	Amount of Sales.	Amount of Collections.
		$ c.	$ c.
Crown Lands	99,918 62/100	89,017 51	85,285 99
Clergy Lands	1,270 16/100	1,452 65	9,403 23
Common School Lands	65 8/8	515 00	18,981 58
Grammar School Lands	1,572 1/2	1,107 38	1,578 59
Total	102,826 181/200	92,092 54	115,249 39

THOS. H. JOHNSON,

Assistant Commissioner.

D. GEORGE ROSS,

Accountant.

DEPARTMENT OF CROWN LANDS,

Toronto, 31st December, 1885.

APPENDIX No. 4.

STATEMENT of the Collections of the Department of Crown Lands for the year 1885.

SERVICES.	$ c.	$ c.
Land Collections.		
Crown Lands	85,285 99	
Clergy Lands	9,403 23	
Common School Lands	18,981 58	
Grammar School Lands	1,578 59	
Rent	1,166 00	
In Suspense	10,000 56	
		126,415 95
Woods and Forests.		
Timber Dues	411,738 99	
Ground Rent	41,182 44	
Bonus	151,402 70	
In Suspense	15 22	
		604,339 35
Casual Fees	733 90	
Surveyors' Fees	270 30	
		1,004 20
Surveys Refund	673 98	
Fire Prevention do	3,709 00	
Destitute Settlers do	226 20	
Settlers' Homestead do	250 77	
Inspection Fees do	245 50	
		5,105 45
		736,864 95

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1885.

APPENDIX No. 5.

STATEMENT of the Receipts of the Department of Crown Lands for the year 1885, which are considered as *Special Funds*.

SERVICE.	$ c.	$ c.
Clergy Lands.		
Principal	5,482 74	
Interest	3,920 49	9,403 23
Common School Lands.		
Principal	8,766 17	
Interest	10,215 41	18,981 58
Grammar School Lands.		
Principal	1,328 79	
Interest	249 80	1,578 59
		29,963 40

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1885.

APPENDIX No. 6.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1885.

SERVICE.	$ c.	$ c.	$ c.
AGENTS' SALARIES AND DISBURSEMENTS.			
Salaries.—Land.			
Anderson, D	500 00		
Best, S. G	500 00		
Brown, C. P	500 00		
Cockburn, J. D	500 00		
Dawson, G. W	500 00		
Day, J. F	500 00		
Duncan, A. G	200 00		
Fielding, W	500 00		
Handy, E	500 00		
Gilligan, B. J	500 00		
Kennedy, A	375 00		
Kennedy, J. D	125 00		
Mackay, T	500 00		
Macpherson, R	500 00		
Nichols, W. L	96 00		
Reeves, J	500 00		
Scarlett, J. S	500 00		
Stewart, C. R	500 00		
Tait, J. R	500 00		
Taylor, T. C	500 00		
Whelan, J	500 00		
Wright, A	500 00		
		9,796 00	
Salaries.—Timber.			
Campbell, P. C	1,600 00		
Johnson, T. E	1,600 00		
Macdonald W. J	250 00		
Margach, W	1,000 00		
McWilliams, J. B	2,000 00		
Smith, A. C	300 00		
Tasse, D	100 00		
Way, J. F	1,440 00		
		8,290 00	
Agents' Disbursements.			
Anderson, D	15 24		
Brown, C. P	9 95		
Campbell, P. C	204 78		
Cockburn, J. D	22 45		
Dawson, G. W	22 31		
Day, J. F	19 60		
Duncan, A. G	3 09		
Fielding, W	6 42		
Handy, E	43 89		
Gilligan, B. J	34 10		
Kennedy, A	8 43		
Mackay, T	16 64		
Mahon, J	2 02		
Macpherson, R	30 75		
Margach, W	92 50		
McWilliams, J. B	263 87		
Nichols, W. L	65		
Poupore, J	55 60		
Reeves, J	40 15		
Scarlett, J. S	60 69		
Smith, A. C	247 50		
Stewart, C. R	22 87		

APPENDIX No. 6.—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1885.

SERVICE.	$ c.	$ c.	$ c.
Agents' Disbursements.—Continued.			
Tait, J. R	24 96		
Taylor, T. C	80 85		
Way, J. F	165 73		
Whelan, J	6 58		
Wright, A	27 75		
		1,529 37	
Miscellaneous.			
Buist, D. E., inspection	39 00		
Gibson, J. C., do	30 00		
Johnson, T. H., travelling expenses	5 85		
Kennedy, G., do	50 00		
Kirkpatrick, G. B., do	45 00		
O'Hara, J., inspection	4 00		
Rose, S. D., do	5 00		
White, A., travelling expenses	90 00		
		268 85	
			19,884 22
Wood Ranging and Inspection of Timber Lands.			
Brady, J		710 00	
Bick, Geo		952 40	
Dulmage, A. F		1,641 71	
Halliday, F		1,270 60	
Halliday, J		591 00	
Johnson, S. M		1,799 59	
Kennedy, John		555 00	
Londry, L		81 00	
Londry, W. E		181 25	
Ludgate, T		1,168 15	
Margach, W		519 78	
Macdonald, D. F		1,250 00	
Moore, D. H		1,084 75	
Moran, J		600 00	
McCogherty, P		707 50	
McGown, W		600 68	
McGown, T		210 00	
McNaughton, A		73 00	
Paget, George		1,125 91	
Redden, W		38 10	
Russell, W		1,992 51	
Shaw, J		1,202 48	
Smith, J. W		1,188 45	
Taylor, T. C		5 00	
Turgeon, J. B		550 00	
Wood, D		72 00	
			20,170 86
Forest Fire Prevention.			
Boland, W		222 00	
Brady, J		276 00	
Brennan, J		333 00	
Bromley, Thos		349 00	
Burritt, E. A		20 00	
Campbell, J. R		288 00	
Coghlin J		206 00	
Donnelly, P		267 00	
Garvey, P		194 00	
Grozelle, A. D		140 00	
Guertin, Geo		237 00	

APPENDIX No. 6.—*Concluded.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1885.

SERVICE.	$ c.	$ c.	$ c.
Forest Fire Prevention.—Continued.			
Haly, C		216 00	
Hoskins, J		228 00	
Johnson, E		315 00	
Keenan, J		184 00	
Kennedy, J. C		270 00	
Labrache, J		222 00	
Laderante, J		228 00	
Mackey, W. J		333 00	
Mitchell, J		190 00	
Moran, J		315 00	
Mulhern, B		267 00	
McCallum, A		222 00	
McDermott, D		189 00	
McFarlane, D		216 00	
McInnes, H. D		116 00	
McLachlin, Bros		41 00	
McLaren, F		186 00	
McLean, J		116 00	
McNabb, W. C		336 00	
Playfair, E		279 00	
Porter, J		324 00	
Ray, Jno		189 00	
Wickware, A. P		201 00	
Wyllie, W		196 00	
			7,911 00
Refunds			8,798 88
Colonization Roads			121,435 32
Surveys			48,227 00
Contingencies.			
Printing and Binding		1,890 88	
Stationery		1,462 43	
Postage and Telegraphing		1,212 47	
Extra Clerks		4,604 00	
Fireman		547 00	
Office Keeper		500 00	
Messenger		500 00	
Night Watchman		460 00	
Auctioning Timber Berths		250 00	
Subscriptions and advertising		1,666 43	
Sundries		390 60	
			13,483 81
Two per cent. of duties collected on timber cut on road allowances and paid to Municipalities			2,496 46
Board of Surveyors			380 00
			242,787 55

D. GEORGE ROSS,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1885.

APPENDIX No. 7.

Woods and Forests.

Statement of Revenue Collected during the Year ending 31st December, 1885.

——	$ c.	$ c.
Amount of Ottawa collections, John Poupore	168,360 88	
" " H. J. Chaloner	18,753 22	
		187,114 10
Amount of Belleville collections, J. F. Way	79,244 16	
" " H. J. Chaloner	1,472 69	
		80,716 85
Amount of Western Timber District collections, at Department	320,263 05	
" " " H. J. Chaloner	16,244 35	
		336,507 40
Total		604,338 35

THOS. H. JOHNSON,

Assistant Commissioner.

G. B. COWPER,

Chief Clerk in Charge.

Department of Crown Lands,

Woods and Forests Branch,

Toronto, 31st December, 1885.

APPENDIX No. 8.

List of Crown Timber Agents in the Province of Ontario, their Assistants, Names of Territories, Residences, Dates of Appointments, and Salary allowed to each for his services, during the year ending 31st December, 1885.

Names of Terrritories.	Names of Agents and Assistants.	Residence.	Date of Appointment.	Salary per Annum up to 1st July, '73.	Salary per Annum from 1st July, '73.	Remarks.
				$ c.	$ c.	
Upper Ottawa.....	John Poupore	Ottawa City....	.....	.....	.....	The Crown Timber Office, Ottawa, acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada, in the collection of slide dues; the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	C. S. McNutt, Assistant	"	1858, April 13.....	1,400 00	1,800 00	
	J. Ritchie, Clerk	"	1864, June 23.....	1,000 00	1,400 00	
	A. J. Russell, jr., Draughtsman.	"	1867, April 1.....	700 00	1,200 00	
	E. T. Smith, Clerk.....	"	1864, June 23.....	650 00	1,000 00	
	J. Jackson, Messenger	"	1871, August 1....	300 00	300 00	
	W. J. Macdonald, Deputy Slide Master and Chief Timber Counter	"	1882, August 18...	.....	*	Additional to his salary from the Department of Public Works, Ottawa.
	James Steen, Timber Counter...	"	1861, May 27	$2 per diem.	$2 per diem.	During season of Navigation.
	John Redmond, Assistant, and Boatman.....	"	1872, March 1.....	"	"	" "
Belleville Agency.....	Joseph F. Way, Agent.....	Belleville.....	1854, May 6	1,440 00	1,440 00	
Collector at Quebec ...	H. J. Chaloner, Acting Agent...	Quebec.....	....	.....	.....	The remarks in connection with the Crown Timber Office at Ottawa respecting salaries, apply to the Collector's Office at Quebec.
	Henry John Miller, Assistant ...	"	1883, September 13	.....	1,200 00	
	William Miller, Clerk.....	"	1872, November 7.	1,000 00	1,000 00	

* The Local Governments of Ontario and Quebec have each paid Deputy Slide-master up to the 31st December, 1883, $150 per annum in additon to the amount paid by Public Works. Allowance by the Provincial Governments increased to $250 each, per annum, from 1st January, 1884.

G. B. COWPER, Chief Clerk in Charge.

THOS. H. JOHNSON, Assistant Commissioner.

Department of Crown Lands, Woods and Forests Branch,
Toronto, 31st December, 1885.

APPENDIX

WOODS AND

STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

QUANTITIES AND DESCRIP

AGENCIES.	Area covered by Timber Licences.	Saw Logs. (A Standard is 200 feet B. M.)			
		White Pine.		Other.	
	Square miles.	Pieces.	Standards.	Pieces.	Standards.
Ottawa Timber District	6,503½	1,886,593	1,201,565	9,904	7,356
Belleville Timber District	1,537½	1,099,277	537,912	34,199	10,593
Western Timber District	9,174	975,987	608,530	251	204
Total	17,215	3,961,857	2,348,007	44,354	18,153

GENERAL STATEMENT OF

QUANTITIES AND DESCRIP

AGENCIES.	Railway Ties.	Birch and Hemlock.		Cordwood.		Telegraph Poles.
	Pieces.	Pieces.	Feet.	Hard Cords.	Soft Cords.	No.
Ottawa Timber District	43,707	B. 3 H. 3	88 118	189	4,609	859
Belleville Timber District	33,440	B. 4 H. 960	188 39,502	978	.....	391
Western Timber District	938,246	.....	.....	444	18,427	5,558
Total	1,015,393	B. 7 H. 963	276 39,620	1,611	23,036	6,808

G. B. COWPER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,
Toronto, 31st December, 1885.

No. 9.

FORESTS,

Rent and Bonuses, during the year ending 31st December, 1885.

TION OF TIMBER.

Square Timber.				Boom and Dimension Timber.		Elm, Ash and Maple.		Oak.		Tamarac.	
White Pine.		Red Pine.									
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Standards.	Pieces.	Feet.	Pieces	Feet.	Pieces	Feet.
24,566	1,242,153	394	18,913	73,909	84,020	E. 75 M. 2 A. 63	3,129 89 2,536	2	288	1	38
10,686	550,146	20	1,124	28,407	25,797	E. 164 M. 6 A. 635	6,910 132 23,617	1	34	54	1,808
24,506	1,372,567	75	3,390	36,924	39,794	E. 13 M. 1 A. 12	578 20 502	6	197	4	117
59,758	3,164,866	489	23,427	139,240	149,611	E. 252 A. 710 M. 9	10,617 26,655 241	9	519	59	1,963

TIMBER, Etc. — *Continued.*

TION OF TIMBER.

Traverses.	Lineal feet of Cedar.	Cedar Posts.	Cords Bolts.	Spiles	Bridge Timber.	Amounts Accrued.				
Pieces	Feet.	Cords	No.	No.	Feet.	Trespass, etc.	Timber Dues.	Ground Rent.	Bonus.	Total.
						$ c.	$ c.	$ c.	$ c.	$ c.
280	88,581	20	96	228	.....	1,410 56	215,374 74	14,741 00	4 00	231,530 30
.....	126,942	923	7	.....	.....	910 52	95,504 20	3,791 00	16 00	100,221 72
.....	.....	.....	3,024	1,467	559,296	2,666 61	148,940 88	22,624 00	151,314 33	325,545 82
280	215,523	943	3,127	1,695	559,296	4,987 69	459,819 82	41,156 00	151,334 33	657,297 84

THOS. H. JOHNSON.
Assistant Commissioner.

APPENDIX No. 10.

RETURN of the number of locatees and of acres located; of purchasers and of acres sold; of lots resumed for non-performance of the settlement duties; and of patents issued—under the "Free Grants and Homestead's Act"—during the year 1885.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of purchasers.	Number of Acres sold.	Number of lots, the locations of which have been cancelled.	Number of Patents issued.
Baxter	Muskoka	Theo. C. Taylor, Bracebridge	23	2,578	.....	.....	.....	.....
Brunel			10	1,392	.....	.....	7	6
Chaffey			14	1,629	1	100	12	17
Draper			6	831	2	21	7	12
Franklin			3	289	.....	.....	6	7
Macaulay			4	448	1	100	4	3
Medora			5	547	1	8	3	9
Monck			2	309	.....	.....	3	3
Morrison			6	759	.....	.....	4	1
Muskoka			1	69	.....	.....	1	7
McLean			3	299	.....	.....	2	5
Oakley			11	1,724	2	140	6	7
Ridout			4	593	.....	.....	3	3
Ryde			16	1,848	.....	.....	7	7
Sinclair			16	2,508	1	1	7	3
Sherborne			9	1,147	1	14	.....	.....
Stephenson			1	115	1	18	1	7
Stisted			11	1,229	.....	.....	9	11
Watt			5	631	2	200	3	8
Wood			10	1,586	1	18	4	.....
Cardwell	Parry Sound	Mrs. T. MacKay Parry Sound	10	1,487	1	1	17	12
Carling			7	1,202	2	129	4	4
Christie			6	787	.....	.....	5	1
Fergusson			7	1,090	1	22	4	2
Foley			4	447	.....	.....	.....	4
Hagerman			6	765	1	40	5	7
Humphrey			6	699	.....	.....	4	4
Monteith			12	1,893	.....	.....	11	4
McConkey			1	200	.....	.....	.....	.....
McDougall			15	2,387	.....	.....	18	1
McKenzie			2	404	.....	.....	2	2
McKellar			4	499	.....	.....	2	2
Shawanaga			.....	.....	.....	.....	1	.....
Wilson			1	171	.....	.....	2	.....

Chapman	Parry Sound	S. G. Best, Maganetawan	14	2,035	2	35	13	12
Croft			7	1,036	1	10	7	5
Ferrie			1	192				
Gurd			8	1,501	4	171	2	1
Lount			4	586			4	1
Machar			58	9,603	1	65	13	7
Mills			2	384				1
Pringle			2	400				
Ryerson			22	3,257	1	99	25	10
Spence			6	800	1	1	12	11
Strong			28	4,219	4	437	7	10
Armour	Parry Sound	E. Handy, Emsdale	13	1,784	6	247	9	21
Bethune			15	2,567	2	26	8	6
Joly			54	9,924	13	189	18	3
McMurrich			4	405	3	600	5	24
Perry			10	1,068	1	100	8	36
Proudfoot			19	3,037	4	74	9	1
Hardy	Parry Sound	J. S. Scarlett, Nipissing	1	200				
Himsworth			97	16,899	4	219	16	2
Laurier			23	4,288	1	100		
Nipissing			21	3,676			7	2
Patterson			3	393			2	2
Anson	Haliburton	Wm. Fielding, Minden	3	281			1	
Glamorgan			14	1,683	1	19	16	6
Hindon			2	251			2	1
Lutterworth			7	788	1	18	5	9
Minden			9	903			8	5
Stanhope			1	92			1	5
Snowdon			5	574			5	10
Anstruther	Peterboro'	D. Anderson, Apsley	1	200			2	1
Chandos	do		9	1,246	1	9	4	8
Cardiff	Haliburton		10	1,427	1	100	4	10
Monmouth	do		14	1,882	1	77	10	5
Galway	Peterboro'	C. R. Stewart, Haliburton	13	1,657			2	2
Bangor	Hastings		2	198				2
McClure	do		1	100				
Wicklow	do		1	200				2
Carlow	Hastings	J. R. Tait, L'Amable	8	1,196	1	11	2	6
Cashel			5	441				1
Dungannon			17	2,648	3	61		10
Faraday			23	3,571	5	231	6	9
Herschel			8	847			4	3
Limerick			9	1,050	1	100	3	2
Mayo			5	747			2	2
Monteagle			8	1,122	1	10		7
Wollaston			15	1,887	1	1	7	6

APPENDIX No. 10.—*Continued.*

RETURN of the number of locatees and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of Lots, the locations of which have been cancelled.	Number of Patents.
Abinger	Addington	G. W. Dawson, Plevna	3	290	.....	.....	.....	.....
Denbigh	do		18	2,680	4	12	3	7
Canonto, South	Frontenac		10	1,267	1	50	.....	.....
do North	do		.....	.....	.....	.....	.....	.....
Clarendon	do		16	2,031	6	87	4	7
Miller	do		2	265	.....	.....	.....	2
Palmerston	do		19	2,620	3	14	6	6
Algona, North	Renfrew	Jas. Reeves, Eganville	2	419	.....	.....	.....	5
do South			15	1,532	3	117	8	3
Brougham			2	189	.....	.....	1	5
Grattan			17	1,579	5	15	7	6
Hagarty			20	2,862	5	8	3	6
Richards			1	50	.....	.....	.....	.....
Wilberforce			8	871	3	152	9	2
Brudenell	Renfrew	John Whelan, Brudenell	9	1,277	.....	.....	2	4
Griffith			2	197	1	73	2	.....
Lyndoch			6	714	4	17	1	2
Matawatchan			4	573	1	1	1	2
Radcliffe			2	199	.....	.....	2	3
Raglan			16	2,331	2	2	9	3
Sebastopol			15	1,544	.....	.....	7	.....
Sherwood			33	3,863	6	51	1	9
Alice	Renfrew	J. D. Kennedy, Pembroke	6	601	5	413	5	5
Buchanan			3	400	1	56	2	3
Fraser			2	281	.....	.....	.....	.....
Head			.....	.....	1	12	.....	2
Maria			1	202	.....	.....	.....	.....
McKay			.....	.....	.....	.....	.....	.....
Petewawa			12	1,603	3	204	6	4
Rolph			1	100	.....	.....	.....	1
Wylie			7	744	1	140	6	2
Pembroke and Mattawan Road			2	337	.....	.....	1	.....

Bonfield	Nipissing	B. J. Gilligan, Mattawan	15	2,050			
Calvin			18	2,188	2	14	1
Ferris			21	3,083	4	342	4
Mattawan			3	305	1	3	1
Papineau			14	2,077			7
Aweres	Algoma	C. P. Brown, Sault Ste. Marie.					
Korah			2	320			2
Parke			1	160			
Prince			6	740			5
Plummer	Algoma	J. F. Day, Bruce Mines	3	463			2
St. Joseph Island	Algoma	A. G. Duncan, Marksville	30	3,387	3	321	33
Oliver	Thunder Bay	Amos Wright, Port Arthur	21	3,357	1	72	9
Paipoonge			4	700			
Blake							
Crooks							
Dawson Road			1	93			
Total			1,236	176,351	149	5,998	563

THOS. H. JOHNSON,

Assistant Commissioner.

JOSEPH J. MURPHY,

Clerk in Charge.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1885.

APPENDIX No. 11.

STATEMENT of the Number of Letters received and mailed by the Department in 1882-1883, 1884-1885.

YEARS.	BRANCHES.					Transferred to other Departments.	Total.	Names Indexed.	Enclosures.	Orders in Council.	Returned, not called for at address.	Mailed from the Department.
	Sales and Free Grants.	Accounts.	Surveys.	Woods and Forests.	Colonization Roads.							
1882	9,075	1,709	1,186	2,530	1,948	54	16,502	20,000	30,000	36	41	19,770
1883	8,547	1,452	1,333	2,394	2,750	39	16,515	20,000	30,000	14	24	19,511
1884	8,723	1,214	1,263	2,106	2,796	19	16,121	20,000	30,000	18	42	19,661
1885	8,116	1,236	1,762	2,538	2,448	29	16,129	20,000	30,000	26	25	20,059

JOHN MORPHY,
Registrar.

THOS. H. JOHNSON,
Commissioner.

TORONTO, December 31, 1885.

APPENDIX No. 13.

STATEMENT of Municipal Surveys confirmed during the year 1885.

No.	Name of Surveyor.	No.	Date of Instruction.	Description of Survey.	Date when confirmed.
1	Henry Creswicke	459	17th December, 1877.....	Survey and plant durable monuments at the southerly angles of lots 1 to 5 inclusive in the south half of the 14th concession, and at the northerly angles of the said lots in the north half of the 13th concession, also at the south-east and north-east angles of lot No. 5, and at the south-west and north-west angles of lot No. 6, in the 13th, 14th and 15th concessions, all in the Township of West Gwillimbury	July 21st, 1885.
2	T. H. Jones	516	12th September, 1883....	Survey of that part of the 13th concession of the Township of Burford lying between the Oakland town line and the middle town line of Burford, and to plant durable monuments at the front angles of lots numbers 1 to 12 inclusive in said 13th concession..	April 24th, 1885.
3	Charles Unwin	517	23rd January, 1884.....	Survey of that portion of Yonge Street in the Township of East Gwillimbury, lying north of lot No. 115 up to the north boundary of the Township, and to plant durable monuments therein..	February 3rd, 1885.
4	Charles Unwin	518	5th March, 1884	Survey and plant durable monuments at the front angles of the lots on Yonge Street in the Township of East Gwillimbury, north of lot No. 115, to the boundary between the Townships of East and North Gwillimbury	February 3rd, 1885.
5	James Dickson.....	519	29th March, 1884	Survey of lots Nos. 18 and 19 in the 11th concession of the Township of Emily, and to plant durable monuments at the front and rear angles of said lots on each side of the allowance for road between said lots.....	February 9th, 1885.
6	C. G. Hanning	523	20th December, 1884.....	Survey of lots Nos. 11 and 12 in the 9th concession of the township of Pickering, and to plant durable monuments at the front and rear angles of said lots.....	June 22nd, 1885.
7	Alfred Howitt.....	524	21st December, 1884	Survey of lots Nos. 22 to 32 inclusive in the first concession of the Township of Eramosa and to plant durable monuments at the front angles of said lots fronting on the town line between the Townships of Nichol and Eramosa	December 29th, 1885.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1885.

APPENDIX No. 14.

STATEMENT of Municipal Surveys for which Instructions were issued during the year 1885.

No.	NAME OF SURVEYOR.	No.	Date of Instruction.	Description of Survey.	Date when Confirmed.
1	H. B. Proudfoot.....	526	9th May, 1885.....	Survey of the boundary line between the 17th concession and the Lake Road East concession in the Township of Hay, and to plant durable monuments at the rear angles of lots Nos. 3, 4, 5, 6, 7 and 8, in said 17th concession, and at the rear angles of lots Nos. 23, 24, 25, 26, 27 and 28, in the said Lake Road East Concession along the blind line between the said concessions.....	
2	T. J. Patten.....	527	3rd July, 1885.....	Survey of lots Nos. 18, 19, 20, 21 and 22, in the 14th and 15th Concessions of the Township of Billings, and to plant durable monuments at the front angles of said lots	
3	C. A. Jones.....	528	7th July, 1885.....	Survey of that part of the 2nd concession line of the Township of Delaware extending from the base line to the line between lots Nos. 5 and 6, and to plant durable monuments therein.....	
4	Henry Creswicke.....	529	4th August, 1885.....	Survey of that part of the concession line between the 8th and 9th concessions of the Township of Tecumseth, from the western boundary of said township to lot No. 2, inclusive, also of that part of the concession line between the 9th and 10th concessions from the western boundary to lot No. 7 inclusive, also of that part of concession line between the 10th and 11th concessions, from the western boundary to lot No. 4 inclusive, all in the said Township of Tecumseth, and to plant durable monuments along said parts of said concession lines.....	
5	Henry Creswicke.....	530	4th August, 1885.....	Survey and plant durable monuments at the front and rear angles of lots Nos. 1 and 2, in the 8th and 9th concessions of lots Nos. 1 to 7 inclusive, in the 9th and 10th concessions, and of lots Nos. 1 to 4 inclusive in the 10th and 11th concessions, all in the Township of Tecumseth	
6	W. G. MacGeorge.....	531	11th August, 1885.....	Survey of a portion of the Middle Road, in the Township of Orford, extending from lot 6 to lot 11, and to plant durable monuments therein to mark the same.....	

7	R. O. D. Kennedy	532	26th September, 1885	Survey and plant stone monuments on a portion of the town line between the Townships of Ancaster and Glanford, viz., at the ends of the 1st, 2nd and 3rd concessions of the Township of Glanford, and at the ends of the 4th, 5th and 6th concessions, of the Township of Ancaster ....
8	Willis Chipman.....	533	30th November, 1885.....	Survey of those parts of the 4th and 5th concession line, and of the 3rd and 4th concession line of the Township of Montague, which were not run in the original survey, or which have been obliterated, and to plant permanent monuments therein.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1885.

STATEMENT of Crown Lands Surveys completed and closed during the year 1885.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Paid.	No. of Acres.
				$ c.	
1	16th July, 1883.....	G. B. Abrey.....	Township of Nairn.....	715 67	23,081
2	23rd May, 1884.....	John McAree	Township of Creighton.....	19 66	23,138
3	23rd May, 1884.....	Francis Bolger.....	Township of Fairbank	54 50	24,350
4	23rd May, 1884.....	Jas. W. Fitzgerald.....	Township of Cameron.....	1,034 75	81,925
5	23rd May, 1884.....	G. B. Abrey.....	Township of Baldwin	714 55	23,065
6	29th May, 1885.....	Alex. Niven.....	A meridian line in district of Nipissing (42 miles)	1,336 14	
7	29th May, 1885.....	H. B. Proudfoot.....	Township of Cartier	1,562 82	22,326
8	29th May, 1885.....	J. W. Fitzgerald	Township of Clara.....	3,820 32	54,576
9	29th May, 1885.....	T. Byrne.....	Township of Freswick	3,548 02	50,686
10	29th May, 1885.....	Jas. Dickson.....	Township of Bower	3,468 92	49,556
11	29th May, 1885.....	Frank Purvis.....	Residue of the township of N. Algona.....	1,133 02	16,186
12	29th May, 1885.....	Elihu Stewart.....	Township of Olrig	3,201 59	45,737
13	29th May, 1885.....	Alex. Niven.....	Township of Lorrain.....	2,978 15	42,545
14	29th May, 1885.....	Francis Bolger.....	Township of Blezard.....	1,606 64	22,952
15	29th May, 1885.....	W. R. Burke.....	Township of Dowling	1,764 00	25,200
16	29th May, 1885.....	Joseph De Gurse	Township of Cascaden	1,613 75	23,054
17	29th May, 1885.....	C. D. Bowman	Township of Levack	1,733 06	24,758
18	29th May, 1885.....	W. O. Johnston	Township of Trill.....	1,675 45	23,935
19	29th May, 1885.....	William Bell.....	Residue of the township of Frazer.....	2,414 02	34,486

20	29th May, 1885.....	David Beatty.....	Township of Gould	1,727 18	24,674
21	29th May, 1885.....	A. L. Russell.....	Township of O'Connor	1,887 55	26,965
22	20th June, 1885.....	B. J. Saunders	Township of Hart	1,639 26	23,418
23	23rd July, 1885.....	A. G. Cavana.....	Certain lots in the township of Baxter.....	105 75	
24	6th October, 1885.....	Wm. Bell	Outlines of Timber Berth No. 40, north shore of Lake Huron (12 miles).	408 00	
25	12th Aug. & 7th Oct., '85	G. B. Kirkpatrick	Expenses to Rat Portage (twice) in connection with mill locations, etc...	341 25	
			March 31st, Copp, Clark & Co., balance of account for lithographed maps	23 89	
			April 17th, J. McNaughton, J. P., to pay for survey of lot for Jail at Sudbury	10 00	
			April 28th, Wm. Margach, to pay balance for a timber survey in township of Blake.....	181 09	
			June 1st, Copp, Clark & Co., for lithographed maps of townships.....	165 00	
			June 16th, A. C. Lawson, for plan of Lake of the Woods (geological survey)	8 00	
			July 18th, W. F. B. Howlett, for plan of Lake of the Woods, showing locations thereon	10 00	
			September 29th, Copp, Clark & Co., for lithographed maps of north shore of Lake Huron	125 00	
				41,027 00	686,613

GEORGE B. KIRKPATRICK, P L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1885.

APPENDIX No. 16.

STATEMENT of Crown Land Surveys in progress and amounts advanced up to date.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Advanced.
				$ c.
1	May 29th, 1885	T. O. Bolger	Township of Lybster	1,600 00
2	May 29th, 1885	T. O. Bolger	Township of Gillies	1,600 00
3	May 29th, 1885	M. J. Butler	Verification survey of the Township of Kennebec	2,800 00
4	November 30th, 1885	G. B. Abrey	Outlines of Timber Berths Nos. 110 and 116 on North Shore of Lake Huron.	500 00
5	December 11th, 1885	David Beatty	Outlines of certain Timber Berths on North Shore of Lake Huron	700 00
6	December, 24th, 1885	H. R. McEvoy	Limit between Timber Berths Nos. 16 and 24 North Shore of Lake Huron	
				$7,200 00

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1885.

APPENDIX No. 17.

STATEMENT of Mineral Lands which have been patented in unsurveyed territory on the North Shores of Lakes Superior and Huron, in the Districts of Parry Sound, Algoma, and Thunder Bay, during the year 1885.

No.	No. of Description.	PATENTEE.	Description of Mining Tract.	Acres.	Amount.	Date of Patent.
					$ c.	
1	1528	The Walkerton Lumber Co..	Mill Location, south of Coponaning, French River.....	55	55 00	30th November, 1883.
2	1529	The Ontario Lumber Co.....	Mill Location, south of Walkerton Lumber Co., French River.....	102	102 00	30th November, 1883.
3	1537	Richard G. Peters	Islands A and B, in Pigeon River.....	7	7 00	4th January, 1884.
4	1555	The Lake Superior Native Copper Co.....	Islands and land covered with water (Cape Mamainse).....	500	500 00	4th March, 1884.
5	1561	William E. Sanford.....	Sanford, Duffield and Vaux Islands, Lake Huron.....	219	219 00	24th March, 1884.
6	1565	Daniel McPhee and T. A. Keefer	Mining Location, R 48, Rabbit Mountain.....	160	160 00	29th April, 1884.
7	1567	Thomas A. Keefer.....	Mining Locations, 95 T, 96 T, 97 T, south of Paipoonge.....	480	480 00	24th April, 1884.
8	1568	Thomas A. Keefer.....	Mining Location, R 25, south of Paipoonge.....	80	80 00	24th April, 1884.
9	1682	William C. Dobie	Mining Location, R 61, north-east of Whitefish Lake.....	160	160 00	9th January, 1885.
10	1683	The Canadian Pacific Railway Co	Block of Land at Biscotasing Station.....	370	370 00	6th January, 1885.
11	1688	Simon J. Dawson.....	Mining Locations, R 65, R 82, R 83, east of Whitefish Lake.	305	305 00	28th January, 1885.
12	1687	Alexander L. Russell	Mining Location, R 79, north-east of Whitefish Lake.....	80	80 00	2nd February, 1885.
13	1702	Thomas H. Hulbert.....	Mining Location, R 90, near Whitefish Lake.....	80	80 00	3rd March, 1885.
14	1711	Henry H. Bell and John McGuire	Mining Location, R 94, south-east of Whitefish Lake.....	159	159 00	2nd April, 1885.
15	1716	Oliver Daunais	Mining Location, R 77, east of Whitefish Lake.....	80	80 00	4th April, 1885.
16	1721	Oliver Daunais, James A. McIntosh and John E. Johnston.....	Mining Locations, R 97, R 98, east of Whitefish Lake.....	320	320 00	18th April, 1885.
17	1727	Hagbarth Sahlgaard, George V. Bacon and William C. McComber	Mining Location, R 102, north-east of Whitefish Lake.....	96	96 00	9th May, 1885.
18	44953	The Canadian Pacific Railway Co.....	Water Lot at Biscotasing.....	38	38 00	17th March, 1885.
19	1730	Matthias Haug and James H. Caldwell	Mining Locations, 191 T, 192 T, near Whitefish Lake.....	320	320 00	1st June, 1885.
20	1734	Oliver Daunais, John E. Johnston and Joseph Manitouanse	Mining Location, R 115, north-east of Whitefish Lake.....	160	160 00	15th June, 1885.
21	1735	John C. Hasking	Mining Location, R 110, north-east of Whitefish Lake.....	80	80 00	17th June, 1885.
22	1738	George T. Marks.....	Mining Locations, 147 T and 154 T, south of Paipoonge.....	160	160 00	2nd July, 1885.

STATEMENT of Mineral Lands which have been patented in unsurveyed territory on the North Shores of Lakes Superior and Huron, in the Districts of Parry Sound, Algoma and Thunder Bay, during the year 1885.

No.	No. of Description.	PATENTEE.	Description of Mining Tract.	Acres.	Amount.	Date of Patent.
23	1742	William C. Dobie and Alexander L. Russell	Mining Location, R 116, north-east of Whitefish Lake	80	80 00	25th June, 1885.
24	1740	William H. Laird and Robert Laird	Mining Location, R 111, north-east of Whitefish Lake	78	78 00	2nd July, 1885.
25	1743	Alexander Fraser	Mining Location, 177 T and 189 T, near Whitefish Lake	160	160 00	2nd July, 1885.
26	1744	Alexander D. Cummings	Mining Location, R 118, near Whitefish Lake	80	80 00	3rd July, 1885.
27	1745	The Canadian Pacific Railway Co	Block of Land at Cartier Divisonal Station	640	640 00	6th July, 1885.
28	1748	Mary L. Offord	Mining Location, R 95, near Whitefish Lake	160	160 00	9th July, 1885.
29	1754	Harry H. Miller	Mining Location, R 99, east of Whitefish Lake	80	80 00	20th July, 1885.
30	1762	Simon James Dawson	Mining Locations, R 104, R 105, near Whitefish Lake	160	160 00	31st July, 1885.
31	1763	William C. McComber and Alexander L. Russell	Mining Location, R 127, north-west of Whitefish Lake	80	80 00	31st July, 1885.
32	1764	Peter M. French	Mining Locations, R 141, R 142, north-east of Whitefish Lake	160	160 00	7th August, 1885.
33	1766	The Canadian Pacific Railway Co	Block of Land at Chapleau Divisional Station	522	522 00	13th August, 1885.
34	1769	Reginald W. Petrie, William St. Amour, Thos N. Scripture and William White	Mining Locations, R 124, R 125, near Whitefish Lake	156	156 00	14th August, 1885.
35	1770	John McArthur	Mining Location, R 50, Vert Island	60	60 00	18th August, 1885.
36	1781	Oliver Daunais	Mining Location, R 96, east side of Whitefish Lake	72	72 00	15th September, 1885.
37	1782	Oliver Daunais	Mining Location, R 101, east of Whitefish Lake	178	178 00	15th September, 1885.
38	1783	James Isbester	Mining Location, R 148, east of Whitefish Lake	80	80 00	15th September, 1885.
39	1784	John Lovell Meikle	Mining Location, R 150, north-east of Whitefish Lake	80	80 00	16th September, 1885.
40	1786	William McKinley	Mining Location, 195 T, east of Whitefish Lake	80	80 00	22nd September, 1885.
41	1787	Henri B. Cole, Samuel D. Blake, Wm. H. McComber and Frederick Jones	Mining Location, R 107, north-east of Whitefish Lake	160	160 00	25th September, 1885.
42	1788	Thomas McNea, Thos. Brown and James McDougall	Mining Location, 223 T, north of McIntyre	77	77 00	24th September, 1885.
43	1789	William C. McComber and Walter Barwick	Mining Locations, R 146, R 147, south-west of Paipoonge	330	330 00	24th September, 1885.
44	1790	William Doig and Alexander G. Moir	Mining Location, R 151, north-east of Whitefish Lake	68	68 00	25th September, 1885.
45	1791	Walter Barwick	Mining Locations, 221 T, 222 T and 223 T, near Whitefish Lake	224	224 00	1st October, 1885.

46	1799	Arthur Harvey	Mining Location, R 133, north-east of Whitefish Lake	107	107 00	7th October, 1885.
47	1806	James Hughes Murray	Mining Location, B 173, east of Whitefish Lake	80	80 00	3rd November, 1885.
48	1807	James F. Ruttan	Mining Location, R 152, Island in Whitefish Lake	19	19 00	5th November, 1885.
49	1808	Walter Barwick	Mining Locations, R 137, R 138, R 139, north-east of Whitefish Lake.	295	295 00	9th November, 1885.
50	1811	Simon James Dawson	Mining Locations, R 85, R 86, north-east of Whitefish Lake	160	160 00	10th November, 1885.
51	1818	Ellen Crean	Mining Location, B 1, on Lake Penage, north of Lake Huron	72	72 00	27th November, 1885.
52	1819	Matthias Haug	Mining Location, 238 T, near Whitefish Lake	80	80 00	28th November, 1885.
53	1826	The Canadian Pacific Railway Co	Block of Land for Divisional Station Grounds at Schreiber, east of Nepigon	350	350 00	15th December, 1885.
54	1838	Joseph Ganley	Mining Location, main Southerly Island Lizard Group, Lake Superior; also, Water Lots, A and B, adjoining	84	84 00	28th December, 1885.
				9,023	$9,023 00	

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31, 1885.

APPENDIX No. 18.

STATEMENT of Work performed in the Survey Branch, during the year 1885.

No.

1.—25 Instructions and Letters of Instructions prepared and entered.

2.—22 Crown Surveys examined, completed and closed.

3.—19 Surveyors' Accounts for Surveys audited and closed.

4.—11 Reports to Council relative to Municipal Surveys, etc., drawn up and entered.

5.—8 Instructions for Municipal Surveys prepared and entered.

6.—7 Municipal Surveys examined and confirmed.

7.—63 Sets of Plans, Field Notes, and descriptions of Mining locations, examined.

8.—91 Plans and Descriptions of private Surveys examined.

9.—590 Plans compiled and copied.

10.—40 Plans to accompany Instructions.

11.—789 Letters relative to Surveys prepared, written and entered.

12.—411 Letters relative to Mining prepared, written and entered.

13.—2020 Pages of Field Notes copied.

14.—6 Railway Plans and Books of Reference examined and certified.

15.—1164 Patents issued during the year ending 31st December, 1885.

NOTE.—The foregoing Statement does not account for the time spent in furnishing information to parties applying personally at the Survey Branch, who are unable to obtain the information they require, without assistance; much careful research into the old correspondence, plans, field notes, and other documents, being necessary in order to ensure reliability in the information given, which is frequently used as legal evidence in Courts of Law in disputed cases.

THOS. H. JOHNSON,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1885.

APPENDIX No. 19.

STATEMENT OF THE NAMES OF CANDIDATES WHO HAVE PASSED THEIR EXAMINATIONS BEFORE THE BOARD OF EXAMINERS OF LAND SURVEYORS, FOR ONTARIO, DURING THE YEAR 1885.

PRELIMINARY CANDIDATES PASSED.

Bruce Allin Ludgate.
George Algernon Booth.
Frederick Farncomb.
David Andrew Ross.
Lewis Frederick Stephens.
Edwin Stanton Decker.
Walter Edgar Stewart.
John Abrom Gurd
Owen McKay.
Alexander Morton Robertson.
Herbert Joseph Bowman.
Herbert Edward Matthews.

FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

Thomas Daniel Green, D.L.S.
Frederick Fraser Miller.
Lewis Redman Ord, D.L.S.
Bryce Johnston Saunders, D.L.S.
Archibald William Campbell.
William Mahlon Davis, Graduate Military College.
Edmund Juchereau Duchesnay, D.L.S.
Abraham Joseph Bartholomew Halford.
James Williams Tyrrell.
Frederick Percy Burt, D.L.S.
George McPhillips, D.L.S.
James Robertson.
Henry DeQuincy Sewell, D.L.S.
Ernest Bolton Hermon, D.L.S.

The Board of Examiners of Land Surveyors, for Ontario meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of January, April, July, and October, in every year, unless such Monday be a holiday (in which case it meets on the day next thereafter, not being a holiday.) Section 6, Chapter 146, Revised Statutes of Ontario.

PRELIMINARY EXAMINATION.

All persons, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects, viz: Vulgar and Decimal Fractions, Extraction of Square and Cube Root, Practical Geometry, Euclid, Plane and Spherical Trigonometry, Mensuration of Superficies, and the use of Logarithms; correct Spelling and good Writing required.

FINAL EXAMINATION.

Final Candidates, before obtaining a License to practise, undergo a strict and searching examination before the Board of Examiners as to their proficiency in Euclid; Plane and Spherical Trigonometry; Calculations of Areas by means of the Traverse Tables, etc.; Laying out and dividing up of Land; the adjustment and use of the Transit or Theodolite; Astronomy, including the calculations necessary to determine the latitude by meridian altitude of the sun, moon or stars, or by double altitudes; Method of determining Time; of finding the time when any star pasess the Meridian, with the time of its Elongation; Azimuth Angle, and Variation of the Compass; the Method of Keeping Field Notes;

Drawing up Descriptions by Metes and Bounds for insertion in Deeds ; taking Affidavits in the matter of Disputed Boundaries; the Law regulating Surveys ; Geology ; and also as to their proficiency as Draughtsmen.

THOS. H. JOHNSON,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1885.

APPENDIX No. *20.*

PORT ARTHUR, ONTARIO,
December 30th, 1885.

SIR,—I beg to submit the following brief description of the various mines in operation in the Rabbit Mountain Mining Region, a portion of which is incorporated in the Township of O'Connor, which I had the honour of surveying, last summer under instructions from your Department.

All of these mines are situated from twenty-five to twenty-eight miles from Port Arthur, or about twelve miles from Murillo Station, on the line of the Canadian Pacific Railway.

The new Colonization Road, built by direction of your Department, affords constant and convenient access to the majority of these mines at all seasons.

In alphabetical order, the mines are as follows :—

FIRST.—BEAVER MINE.—97 T.

This mine at present employs some forty-three miners and is operated by wealthy American capitalists, who are so satisfied with the large amount of splendid silver ore in sight, that they have contracted for the erection of an extensive mill for the treatment of ore on the spot, thereby saving the almost ruinous expense of teaming the same to Port Arthur and shipping from thence to New York.

This is undoubtedly a most valuable and promising mine, with a good strong vein, which has been developed, both horizontally and vertically, by tunnels and shafts to such an extent as to insure a steady industry. The new road passes within less than one mile of this mine.

SECOND.—RABBIT MOUNTAIN MINE.

The Rabbit Mountain Mining Company are operating on Mining Locations 39 T and 40 T. A great deal of work has been done here, about thirty-five men being constantly employed.

This was the first discovery in the region and has yielded a large quantity of rich ore, which heretofore has been shipped to New York at enormous expense.

Some of the nuggets of silver found near the surface were several pounds in weight, rivalling the ore obtained from the famous Silver Islet. There is a large quantity of low grade ore in the various dumps, and the Company have stipulated to erect a stamp mill before the snow disappears.

A very comfortable and commodious hotel and store, besides numerous other buildings, make this place quite a village. It has also a Post Office, which is supplied with a weekly mail.

This mine can be reached by either the Colonization Road and a branch road of four miles, or *via* the ferry over the Kaministiqua River and the nine miles of road which the original miners made at great personal expense.

THIRD.—RABBIT MOUNTAIN, JUNIOR.

Mining Section 57 T, or Rabbit Mountain, Junior, as it is called, is immediately adjacent to the west of the Rabbit Mountain mine. Silver has been taken from the veins, and the owners are sinking a shaft with the view of intercepting the main Rabbit Mountain lode, which, they affirm, dips under this property.

FOURTH.—TWIN CITY MINE.—96 T.

Considerable work has been done at this mine and many very rich specimens were obtained, as well as a large quantity of low grade ore extracted.

Five miners are at work on this property, the rock from which will probably be treated at the mill to be erected near the Beaver Mine. The new road passes through this property.

FIFTH.—SILVER CREEK.—140 T.

Little work has been done on this property as yet, although very rich specimens of silver have been obtained from the surface. About five men are now employed at this promising mine, which will also have the advantage of the mill to be erected in the vicinity on Silver Creek. The new road passes through this property likewise.

There are other developements in 95 T and R 48, but not sufficient for extended notice.

All of which is respectfully submitted by

Your obedient servant,

(Signed) A. L. RUSSELL,
Provincial Land Surveyor.

Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

SURVEYORS' REPORTS.

(*Appendix No. 21.*)

DISTRICT OF NIPISSING.

Township of Blezard.

Penetanguishene, Ontario,
November 12th, 1885.

Sir,—I have the honour to submit the following report on the survey of the Township of Blezard, in the District of Nipissing, surveyed according to instructions dated the 29th of May last.

I proceeded to my work *via* the French and Wah-na-pi-tae rivers, arriving at my starting point, the north-east angle of the Township of McKim on Saturday, the first of August.

I commenced my survey in accordance with instructions by tracing the north boundary of McKim, which had been previously run, and forming the south boundary of Blezard, planting all necessary posts for the corners of lots.

The part of the township wherein lies the best agricultural and grazing lands is found in the following lots and concessions: lots four and five, concession three; at the north-east angle of the township; lot one, concession one, (south boundary); lots five and six, concession two and three, lots one to four, concession five and six, lots nine to twelve, same concessions, and lots nine to twelve, on the north boundary. The lands within the above limits are of a fairly good quality. The soil consists of clay and in some places of a rich sandy loam. It is well timbered with spruce, tamarac, birch, balsam, poplar, cedar and maple, named in the order of their abundance. There area few scattered pine throughout the northerly part of the township, but it is generally of an inferior kind, mostly scrub. There may probably be a million feet of lumber obtained from the standing timber.

The northerly part of the township is well watered by two streams of considerable size; the one that crosses the west boundary, concession five, is quite a large stream, averaging about forty links in width and having a depth of tnree to four feet. It is rendered unnavigable even for canoes by obstructions caused by fallen timber, beaver dams, etc. In consequence I did not deem it necessary to make a very accurate traverse of it. There are seven small lakes and one of considerable size with an area of about seven hundred and fifty-six acres in the north-east part of the township.

As will be seen by an examination of the timber map, a considerable area has been devastated by fire.

After a careful examination, I estimate that about 33 per cent. of the township may be considered fit for settlement; its proximity to the Canadian Pacific Railway, Sudbury Junction, a station on that railway, being only three miles south from the south boundary of the township, will make it easy of access to intending settlers. I have been informed that during the past eighteen months several families have taken up lands within the vicinity of the railway, and are, to all appearance, in a fair way of doing well.

The only economic mineral met with during the progress of the survey was a mass of copper ore found on lot five, concession one, a specimen of which is herewith forwarded to your Department. The ridge of rock from which the ore was obtained was found to be intersected by seams having the appearance of an amygdaloidal structure. The general direction of the ridge is north-east and south-west.

There are no hills of any prominence; the township may be considered tolerably level throughout.

The prevailing rocks are granite and gneiss, principally the latter.

The assumed latitude of the south boundary was 46° 32′ 27″ N. The variation was 5° 25′ W.

Astronomical observations were frequently taken during the progress of the work.

There were no squatters or improvements within the limits of the township.

I have the honour to be, Sir,
Your obedient servant,

(Signed), F. BOLGER.
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 22.*)

DISTRICT OF NIPISSING.

Township of Lorrain.

Haliburton, Ontario,
November 16th, 1885.

Sir,—I have the honour to submit the following report on the survey of the Township of Lorrain, in the District of Nipissing, surveyed under your instructions of 29th May, 1885.

I commenced the survey on the 27th July at the thirty-mile post on the meridian line, which I had just run from my base line of 1881, and carried the three first concessions east to Lake Temiscamingue, laying out lots forty chains in width and eighty chains in depth, and running concession lines east and west and alternate sidelines north and south, astronomically as per instructions.

I then continued the survey north to line between sixth and seventh concessions, thence west to meridian line or west boundary, and thence north and east completing the survey on Lake Temiscamingue, and returning home by boat and canoes to Mattawan and thence by rail.

This is a rough, rocky and broken township, with high hills, and the greater part of it is unsuitable for agricultural purposes.

The south-west part of it, through which runs the Montreal river, is a valuable white pine timber limit; the south-east and whole easterly part has been burnt but still contains a large amount of good red and white pine.

The north-west part contains patches of fair land in places and is comparatively level, timbered with balsam, cedar, spruce, tamarac, white birch, poplar, etc.

The soil on the flats and in the valleys along the north and the whole easterly parts adjoining Lake Temiscamingue is clay, and produces excellent crops, as were seen on the farm of Camille Latour, on lot fifteen, in the second concession.

These clay flats, however, are only of small extent.

As before stated, the south-west part is chiefly timbered with white pine interspersed with balsam, spruce, cedar etc.

The easterly or burnt portion contained red and white pine, with balsam, cedar, in valleys, white birch, poplar, etc.

The north-west part of the township contains much valuable cedar, large white spruce, poplar and other kinds of timber, with a little pine through the whole of it ; the cedar, spruce and poplar are the largest that I have seen in any part of Ontario.

The township is well watered by lakes and streams, most of them containing trout, bass, pickerel and pike.

Game is plentiful, and moose were seen in the western part of the township.

The geological formation is the Huronian. The banks along Lake Temiscamingue are generally high, and in many places abrupt and overhanging, affording excellent stone for building purposes.

The magnetic variation I found to average 7° 30′ West.

The only settler in the township other than the R. C. Mission, is Camille Latour, on lot fifteen, concession two. He has a good farm and valuable improvements, as will be seen by Inspection return.

The R. C. Mission occupies the point opposite Fort Temiscamingue, lot sixteen, concession four, upon which they have erected a church with bell, and a number of other buildings. Their principal farm is in the Province of Quebec, but they also have a clearing on lots sixteen and seventeen, in the second and third concessions.

The climate of this part of Ontario seems to be suitable for both roots and cereals, all these being well advanced on Mr. Latour's farm on the 12th August, when I visited it.

The islands in Lake Temiscamingue, which are of the limestone formation, and upon which there are squatters, grow excellent crops and I saw oats and peas harvested and ready to be taken in on the 5th September, at the Hudson's Bay post on the Quebec side of the lake, while the agent, Mr. Farr, had in his garden tomatoes, corn, onions, carrots, beets, cauliflowers, etc., all well advanced to maturity.

From the northern boundary of the township I could see a large tract of level land around the head of Lake Temiscamingue, which I was informed was excellent clay soil, and heavily timbered, and I have no doubt from what I heard of it, that there are a number of townships there that would be taken up as soon as surveyed, settlement having to some extent already taken place. The present means of access is by the Canadian Pacific Railway to Mattawan, thence up the Ottawa to Lake Temiscamingue, upon which they have steamers. A railway is, however, in contemplation from Callander to the head of the lake and thence to James Bay.

Herewith are plan of survey, timber map, field notes, inspection returns and account.

I have the honour to be, Sir,
Your obedient servant,

(Signed) A. NIVEN,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 23.*)

DISTRICT OF NIPISSING.

TOWNSHIP OF OLRIG.

COLLINGWOOD, ONTARIO,
December 8th, 885.

SIR,—I have the honour, in accordance with instructions dated May 29th, 1885, to submit the following report on the survey of the Township of Olrig, in the District of Nipissing.

I commenced the survey on the west boundary from the post at the intersection of the line between concessions B and C, of the Township of Phelps with the said west boundary, and ran a line from this point east astronomically to its intersection with the west boundary of the Township of Mattawan.

This line, which is the division between concessions C and D of Olrig, I made my base, working first from it south to the Mattawan River and Lake Talon, which form the south boundary, then north to the north boundary. I also traversed the south boundary, as well as numerous lakes in the interior of the township. I also retraced the west boundary of Mattawan which I found to bear about a degree west of north throughout the greater part of its course, thus causing a decrease in the width of lot one as we proceed north.

The greater part of the township lies at a considerable elevation above the valley of the Mattawan. A mountain range of from four to six hundred feet high extends all along the south side of the township, following parallel with the river. After ascending this elevation, the country is more level till we pass the dividing ridge and into the valley of the Antoine Creek, where it becomes very broken. There is a considerable portion of good soil extending pretty well across the township from east to west, and embracing concessions D, E, 1, and 2, and if a road were constructed through this part a good settlement would be sure to follow.

In the event of a road being built to connect the Ottawa with Lake Nipissing, the most favourable location through this township would be on the line between concessions E and 1. It could be built here with only a few deviations and, as above stated, would open the best part of the township for settlement. The prevailing timber is maple, birch and balsam, the pine having been mostly cut. I would estimate about fifty per cent. of the area of the township as fit for cultivation.

The only stream of any size in the interior of the township is the Antoine Creek, above referred to. It is about a chain in width and varies from three to ten feet in depth.

There are numerous rapids in its course, some of which have been improved by the lumbermen, who have used this stream for floating their logs to the Ottawa. No economic minerals were met with throughout the survey.

I have the honour to be, Sir,
Your obedient servant,

(Signed) E. STEWART,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 24.)

DISTRICT OF NIPISSING.

TOWNSHIP OF BOWER.

FENELON FALLS, ONTARIO,
October 24th, 1885.

SIR,—In compliance with your instructions, dated 29th May, 1885, instructing me to divide the Township of Bower, in the District of Nipissing, into farm lots of one hundred acres each, I have to report that I have completed the survey, and beg to enclose the field notes and plan thereof.

In proceeding to the field, I ascended the Muskoka River to its source in Island Lake, and from thence on the line between concessions four and five, Township of McLaughlin, to the east boundary of that township, and locating my camp at the line between concessions two and three, ran the south boundary east to the west shore of the Great Opeongo Lake, and also the line between concessions two and three and four and five; moving my camp east to the line between lots number 15 and 16, running as I went the intervening side lines north to Black Creek. I then moved north on that side line to its intersection with the line between concessions six and seven, and from thence east on the line between concessions eight and nine to the line between lots thirty and thirty-one. I then moved south on that line to the line between concessions six and seven and from there completed the survey of the peninsula, between the east and west parts of the Opeongo Lake. I could not triangulate the lake either on the south boundary, concessions two and three or concessions six and seven, but used the line between lots numbers twenty-five and twenty-six, laid off from the line between concessions four and five, as a base to do the work south of that concession line, and the line between lots numbers thirty and thirty-one, laid off from the line between concessions eight and nine to locate the line between concessions six and seven east of the north-west bay of the lake. I had to adopt this method because the line between concessions eight and nine is the first full one from the south.

As instructed, I have made the south shore of the Opeongo Lake east of the Narrows the southern boundary of the township. I then moved camp north to the south side of Proulx Lake, which lake I assume to be the source of Bonnechere River, and after completing the north-east corner, moved west to the line between concessions twelve and thirteen to lots numbers five and six; thence south on this line completing the survey at Black Creek.

About twenty per cent. of the Township of Bower will make farming land, the largest part of it being south of the line between concessions six and seven, on which the timber is chiefly hardwood, birch, maple and beech, with occasionally a few basswood.

There is a farm, on the peninsula of the Opeongo Lake, containing 121 acres of a clearing, well fenced, with large, substantial dwelling house, barn, stables and other outbuildings, the property of Messrs. Fraser & McCoshin, lumbermen; on it is raised a large quantity of hay, oats, peas, potatoes and garden vegetables, for the supply of their lumber camps, besides pasture for a large herd of cattle and a number of horses. This has also been an ancient Indian fort, the old burying-ground being still easily traced.

The north-west corner of the township, that is west of Rock Lake, has been lumbered over, a large quantity of timber having been removed last winter by McLaughlin Brothers. From this section the timber is nearly all taken. The point on the south-west of the lake and east of side line fifteen and sixteen, is also nearly denuded of the pine timber—it has been cut a number of years ago. No pine has been taken off any of the rest of the township, except round the lakes and also the islands, and will make a valuable timber berth; the pine stands thickly on the ground and is of a large and sound quality. A portion of the north-east corner has been burnt over some twenty-five or thirty years ago. On some parts of it a fine second growth of young maple, beech and birch, is growing up.

The township is well watered, all the lakes being deep and clear, and abounding with the finest variety of fish, and the woods with moose and red deer. My men killed two of each kind during the progress of the survey.

The Great Opeongo Lake is a magnificent sheet of water. The part west of the peninsula consists of two large bays in the Township of Bower, while another extends some four or five miles into the adjoining township. At the south end of the peninsula, it contracts into a narrows between eight and nine chains long and sixty to eighty links wide with deep water and a steady current flowing to the north; beyond the narrows it again widens into a large body of water, extending away into the eighth concession and also east of the east boundary. Its shores in many places, when I was there, and also the islands, were literally blue with huckleberries.

Green Lake is also a lovely sheet of water, of a bright green colour, emptying by a large and good trout creek into the most northerly bay of the Opeongo Lake. Black Creek is also a large stream, which has its source in Hailstorm Lake, in the Township of McLaughlin. It flows for the whole length of its course through an open spruce swamp,

its shores in many places being fringed and its waters overhung with alders. It is a deep, but sluggish stream, and as its name denotes, dark, and is capable of floating timber and logs from near the west boundary.

The easiest means of access to the Township of Bower, at present, is by the outlet of Opeongo Lake.

I have the honour to be, Sir,
Your obedient servant,

(Signed) JAMES DICKSON,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 25.*)

DISTRICT OF NIPISSING.

TOWNSHIP OF CLARA.

PETERBOROUGH, ONTARIO,
November 19th, 1885.

SIR,—In conformity with your instructions, dated 29th of May of this year, to survey the Township of Clara into farm lots, I have the honour to report that I have performed that service, and herewith submit the returns thereof.

The township lies east of the Township of Cameron and west of the Township of Maria, in the Nipissing district, its northerly boundary being the Ottawa River.

Generally parallel to the river runs the old Pembroke and Mattawa Road, at either side of which lots forming concessions A and B were laid out a number of years ago. The rear line of concession B forms the northerly limit of the newly surveyed part. The village of Deux Rivieres, twenty miles south of Mattawa, lies close to the river at the junction of the Canadian Pacific Railway and the Pembroke and Mattawa Road referred to, and nearly at the centre of that side of the township.

Beside the railway stations and officials residences, there is a saw mill a short distance from the village, the property of Mr. Peter White, M.P., for that district.

The saw mill is usually kept in operation during the working season. There are a few small stores and taverns, a few tradesmen's shops, in all probably twenty small dwellings, with a population, including railway and mill hands, of about one hundred people.

It is said that timber has been cut in this township and neighbourhood as many as sixty years ago, and during many subsequent seasons large quantities have been taken off. In addition to this continued drain of the pine timber from this section, a fierce fire, which swept over the country some fifteen years ago, completed the destruction, not only of the pine, but of all other timber on the lands, so that now there remains but very little, if any, timber of commercial value to be found in the township.

The only timber seen within the survey consists of a few scattered pines of second or third quality, in the southern three or four concessions; for the rest the township may be said to be utterly destitute of useful or valuable timber of any kind or for any purpose.

From the fourth concession north there is considerable brulé and burnt windfall, alternating with open tracts and clumps of young poplars, birches, balsams and pitch pines.

Owing to the absence of solid grown timber sufficient or suitable for good posts, some inconvenience and difficulty were encountered in procuring suitable material at many points for satisfactorily establishing the lines.

Care, however, has been taken to procure the best available material, and good centre posts and pickets have been planted all through the survey.

The surface of the township is generally undulating, and presents but little of really broken country.

There are but a few lakes of any extent. They are fairly well stocked with fish. Those in the southern part flow south-westerly into the Petewawa River; those in the northerly part flow in the opposite direction into the Ottawa River.

Most of the low lands and swamps are now comparatively dry and might, with some drainage, be easily cultivated. The soil in these is rich alluvial, and capable, if well cultivated, to produce a succession of crops.

On the uplands and slopes the soil is mostly of a sandy character, containing, however, at many places a slight admixture of clay. There are places where rock, though not to any great extent, and scattered surface stone are met with, but taking all the rough and waste land in the township, or rather that part of it surveyed by me, into consideration, there would remain, I believe, fully sixty per cent. suitable for cultivation and capable of yielding fair crops of coarse grain and roots, such as are usually grown in that part of the Province.

Trusting this report, accompanying field notes, plans, etc., will be found satisfactory to the Department,

I have the honour to be, Sir,
Your obedient servant,

(Signed) J. W. FITZGERALD,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 26.*)

DISTRICT OF NIPISSING.

MERIDIAN LINE.

HALIBURTON, ONTARIO,
November 16th, 1885.

SIR,—I have the honour to submit the following report on the survey of a meridian line, in the District of Nipissing, run under your instructions of 29th day of May, 1885.

I left Haliburton on the 15th day of June and proceeded by rail to Mattawa, arriving there on the night of the 16th, and thence up the Ottawa River and Lake Temiscamingue by row-boat and canoes. The trip up the river is a laborious one and not free from danger.

Upon arriving at the Opinicon River, near my base line of 1881, I divided my party, sending four men round by Otter Tail Creek with canoes and supplies, and taking the balance of the party in by the base line aforesaid, a distance of twenty-two and a-half miles from the Ottawa, to the corners of townships eight and twelve, being my point of commencement.

I reached the starting point on the 23rd day of June, and, after obtaining the necessary observations, commenced my line on the following morning and ran north astronomically from day to day until I had, on the 25th of July, gone 36 miles. The survey of the Township of Lorrain was then proceeded with and the remainder of the forty-two miles was run towards the close of the survey of that township.

Commencing at the corners of townships number eight and twelve, and going north, the first two miles is through a tract of fairly good land, with birch, balsam, cedar and spruce timber. Around Boice's Lake, on the third and fourth mile the land is rocky, with pine, balsam and birch.

On the sixth mile, we enter the burnt country, which continues to Rabbit Lake, on the Matabidguan River, on the fifteenth mile; the whole of this distance is a waste, growing up with pine, white birch and cherry, with here and there a few red and white pine bluffs, the granite rock being often exposed for long distances.

North of Rabbit Lake, and up to about the nineteenth mile, the country is broken and rocky but thickly timbered with balsam, birch, cedar, some maple, and spruce, the latter being very large.

On the nineteenth mile we again enter the *brule*, which extends to the twenty-fourth mile. This, like the tract south of Rabbit Lake, is entirely worthless. To the east of a long lake there seems to be a good deal of pine which has been lumbered.

From the twenty-fourth to the thirtieth mile we passed through some pieces of fair land and heavy timber, some good scattered pine being also met with.

Birch, balsam, cedar and poplar is the prevailing timber, and large maple and black birch is the principal timber on a very good piece of land on the twenty-ninth and thirtieth miles.

Along the Montreal River, which we crossed on the thirty-first mile, and as far north as the thirty-fifth mile, there is a large amount of good white pine, and valuable as a timber limit. The country here has been lumbered.

From the thirty-fifth to the forty-second mile the country is comparatively level, with good soil in places and clay in valleys; the timber is generally spruce, balsam, white birch, cedar, tamarac, and a few white pine. A number of rock ridges on the forty-first and forty-second miles.

There is more or less pine timber all through the country through which the line passes, and, generally speaking, there is not much of the country fit for agricultural purposes.

The Matabidguan River seems to be about the dividing line between the Laurentian and Huronian formations, the former being to the south and the latter to the north of this river or Rabbit Lake.

I found no trace of minerals.

The magnetic variation averaged 7° 30′ West.

Herewith I send plan and field notes of the line, with account, pay list, transport vouchers and diary of survey.

I have the honour to be, Sir,
Your obedient servant,

(Signed), A. NIVEN,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 27.*)

DISTRICT OF NIPISSING.

TOWNSHIP OF CAMERON.

PETERBOROUGH, ONTARIO,
February 23rd, 1885.

SIR,—I have the honour to report on the survey of the Township of Cameron, performed during the fall of last year, and to submit the field notes and plan thereof. Also a tracing of plan showing the prevailing timber sections within the township.

The township of Cameron lies immediately east of the townships of Boyd and Papineau and south of the Ottawa River, along the shore of which, at this place, runs the Canadian Pacific Railway.

The Pembroke and Mattawa common road, surveyed many years ago, and chiefly used for the transport of supplies, plant, etc., to the lumbering establishments operating on either side of the river, runs also along the south side. Between the road and the river a concession of lots was laid off fronting on the former, and at the opposite side another concession of lots extending back to a rear line. This rear line forms the north boundary of the present survey.

The general character of this section of country, its fitness for settlement, its lumbering and mineral resources and other features, differ so little from those of adjoining townships already surveyed and reported upon, as to render any special description difficult.

So great is the similarity in all its aspects of one township to another, and of all to each other, that a faithful description of any one may, with very little variation indeed, be applied to the rest.

Only rarely it happens that any marked physical difference is met with.

Good land and bad, swamp and uplands, rock and water, variety in timber, etc., form the general characteristics of all, and are found very nearly in the same proportion.

The accompanying field notes give as accurately as possible all detailed information.

Instead, therefore, of reproducing the field notes in this report it will, it is hoped, answer the requirements of the Department, and be found sufficient to give a more general description.

Taking that portion of the township from the south boundary to concession line sixteen and seventeen, it may be described as undulating and rolling, interspersed with swamps, marshes and lakes of limited extent.

Few, if any, hills or steep bluffs have been seen. The swamps yield mostly an average growth of tamarac, spruce and balsam, cedar being scarce and none of any commercial value. The soil usually is a brown or dark loam at bottom, with a covering of light vegetable mould on the top, but occasionally rests on a gravel or stone bed.

On the higher lands and slopes the soil is more varied, in places it is dark, a brown clay and loam on red or white sand, and frequently on what appears to be a mixture of all three. In such circumstances the soil is generally light, though kind and productive and easily cultivated. Tracts where clay predominates are on the uplands mostly, where hardwood prevails. These lands are usually stony, but in many places the stones are of such a size as to admit of being removed and the soil in such cases is firm and lasting. There are occasionally exposures of bald granite rock, and boulders are not unfrequently met with. Probably one-third of this division of the township may be considered suitable for settlement and cultivation, while a very large proportion of the remainder will serve for pasturage, etc.

From the concession line already named to the rear line, the country partakes of the same general character as that described, though containing, perhaps, a somewhat larger proportion of arable land. The soil is principally composed of clay and sand loam, more or less stony, but of sufficient depth and fertility to produce the usual kinds of crops grown in this district.

I think that fully forty to fifty per cent. of this division might be set down as fairly fit for settlement.

Viewing the township as a whole, I would say that 40 per cent. is fit for settlement and, of the remaining portion, a large area will be found suitable for pasturage and other purposes.

Respecting the marketable pine timber much cannot be said of what now remains. This part of the country has, I understand, been lumbered over for nearly half a century, and to render it still more destitute of pine, a fire swept over it about fourteen years ago, destroying not only the hardwood but mostly all the pine and other greenwoods in its way. At present there are but two tracts in which any pine worth mentioning is found, one in the south side of the township and one on the north; the former partly from concession one to ten, about 20,000 acres, the latter abont 14,000 acres. The larger, on the south, is worked by the Messrs. Gilmour & Co., and is brought down the Petewawa

River; the smaller is operated by Klock & Co., who float the logs north by Aumond Creek to its outlet on the Ottawa River, where a saw mill is erected and where the business of Klock & Co. is mostly transacted.

The entire central part of the township, comprising nearly one-half the total area, has been so overrun by fire that, excepting a few isolated patches of green timber, of little value, no timber of any consequence now remains.

In the south and towards the middle of the township, are scattered some pretty lakes, in which are trout, pickerel and other fish. At Klock's mills there is a station of the Canadian Pacific Railway. It is about ten miles south from Mattawa, and now that the railway is open and facilities offered to incoming settlers, it is to be expected that when the lands are thrown open for sale and the country becomes better known, a fair share of immigration will set in and occupy these lands.

As will be seen by the accompanying returns, there are six settlers in the north part of the township having clearings varying from six to 100 acres made on their lots, with improvements to correspond.

Immediately north of the survey in concessions B and A there are, scattered along the old road, about ten settlers, all of whom occasionally reside on the lots, but during the lumbering season find employment in the shanties.

The lines have all been surveyed on the given astronomical bearings, viz., concession lines N. 69° 8′ 20″ E., and sidelines N. 20° 51′ 40″ W., and frequent observations have been taken during the progress of the survey.

I have the honour to be, Sir,
Your obedient servant,

(Signed), J. W. FITZGERALD,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 28.*)

DISTRICT OF ALGOMA.

TOWNSHIP OF HART.

FARMERSVILLE, ONTARIO,
December 2nd, 1885.

SIR,—I have the honour to submit the following report of the survey of the Township of Hart, District of Algoma, in accordance with instructions dated July 20th, 1885.

I proceeded by way of the Canadian Pacific Railway to Cartier station on September 7th, and at once commenced operations in searching for the original posts on Provincial Land Surveyor Salter's meridian line. The twelve mile post was found at once, at a distance of about twenty chains from the railway line, and, after several days' work, I succeeded in finding the six mile post, which was to be my starting point, and the south-east angle of the Township of Hart. According to instructions, the south boundary was carried six miles west from this point.

This township forms a part of a small plateau on the height of land, or watershed, between James Bay and Georgian Bay. This plateau has an elevation of some five hundred feet above that of the surrounding country, and from its position caught much of the earlier drift.

While the general formation of the country is rough and hilly, the upper plateau is over both hill and dale, strewn with water-worn boulders many layers in thickness. These boulders vary in size from a few inches to many feet in diameter.

The soil consists of sand and gravel between the stones.

Upwards of thirty years ago there was a good growth of pine timber, the roots of which found nourishment between the boulders. This timber was destroyed by fire about that time, saving a few small patches which chanced to be in protected places. The whole country is now covered with a dense growth of pitch pine, poplar and some white birch, with much fallen timber. The township will not be well adapted for agriculture.

The lakes, in almost every case, are the result of the work of the beaver, which are very plentiful in the south and west part of the township.

I have the honour to be, Sir,
Your obedient servant,

(Signed), B. G. SAUNDERS,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 29.*)

DISTRICT OF ALGOMA.

TOWNSHIP OF TRILL.

WHITBY, ONTARIO,
November 9th, 1885.

SIR,—I now have the honour to submit to you my report of the survey of the Township of Trill, in the District of Algoma, surveyed according to instructions from you bearing date May 29th, 1885.

I proceeded to the work by the Canadian Pacific Railway to the point where the railway crosses the Vermillion River, and thence by canoe to the south-east corner of the township.

After having obtained satisfactory observations, I connected the south-east angle of the township with the twelve mile post on Provincial Land Surveyor Salter's second base line, which is the north-west angle of the Township of Fairbank.

I ran the line between lots two and three due north, and made lot number one an irregular lot. The remainder of the township, with the exception of lots number eleven and twelve, I laid out in the usual way, making the lots forty chains wide and eighty chains in depth, with the concession lines running due east and west, and the side lines due north and south.

I found that if I made lot number twelve alone an irregular lot that it would be unusually large, so I divided the overplus equally between lots number eleven and twelve. From one-half to two-thirds of this township is very good land; the soil is mostly light sandy loam, but is of considerable depth. There is heavy clay soil in some places, but only in isolated patches.

Around the lake, which the west boundary crosses, and also near the north-east corner of the township are tracts of fine hardwood bush, which the Indians have used as sugar bushes

In concessions numbers four, five, and six there is considerable pine, but a good deal of it is scrubby. There is some scattering of good pine throughout the whole township; but in the southern part the timber is chiefly birch, maple, spruce, balsam, tamarac and scrubby pine. There is also considerable black birch and bird's eye maple to be found.

There are some traces of iron and copper, but I saw nothing of much value.

The water of this township nearly all drains into the Vermillion River by a creek which comes from the north, crosses the north boundary in lot number eight and, after having touched every concession, empties into Vermillion Lake, in the fourth concession.

The water from the lakes in lots numbers eleven and twelve goes in a westerly direction, probably to the Spanish River.

The country, altogether, is not particularly hilly or rocky, although there are some high rocky hills in it, especially near the centre of the township.

From the hay that I saw growing on some of the portages, and which had been accidentally sown there from baled hay, I should say this country would produce most luxuriant crops of all kinds of hay that grow in Canada.

I think that this country is better adapted for stock raising and grazing than for farming.

I have the honour to be, Sir,
Your obedient servant,

(Signed), W. O. JOHNSTON,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 30.*)

DISTRICT OF ALGOMA.

TOWNSHIP OF LEVACK.

WEST MONTROSE, ONTARIO,
October 27th, 1885.

SIR,—I have the honour to submit to you my report of the survey of the Township of Levack, in the District of Algoma, in obedience to your instructions dated May 29th, 1885.

I reached the post planted at the north-west angle of the Township of Balfour on the first day of July, and, after obtaining an observation of Polaris at that point, ran west till I met the east boundary of the Township of Cartier, which I fonnd to be distant from the south-east angle of the Township of Levack five hundred and twenty-one chains and fifty links, being an overplus of forty-one chains and fifty links. Of this overplus I made lot thirteen and planted posts for the same all through the township.

Owing to the extreme roughness of the south boundary, I found in blocking out that I had varied about one degree to the north from lot number three.

I began sub-dividing the township at lots numbers ten and eleven, where I ran astronomically north three miles, planting posts for the concessions every eighty chains. I then worked east, taking the south half of the township with me, then north, and finished on the northwest corner.

I cannot report the Township of Levack as being well adapted for agricultural purposes, being very much broken by high rocky ridges. The soil is a light sand and gravel, which is found particularly on lots seven, eight, and nine in the first concession, and on lots nine, ten, eleven, twelve and thirteen in the sixth concession, but so hemmed in by rock ridges as not to invite settlement.

Part of the township is a brulé grown up with smale pitch pine and poplar. The balance of the township, except that shown on the timber plan as pine and tamarac is mixed timber—pine, spruce, tamarac, balsam, poplar, birch and maple.

The pine on that part of the township shown as pine land on the timber plan is of good quality, being large, straight and sound.

The Onaping River enters the township on lot number ten, in the sixth concession, flows southerly through lots numbers nine and ten in the various concessions and leaves the township on lot number nine, in the first concession.

It is a rapid stream with many chutes and falls.

All the lakes of any importance met with in the course of the survey were traversed. There are no settlers in the township.

Trusting this report, together with the field notes and plans, may be found satisfactory.

I have the honour to be, Sir,
Your obedient servant,

(Signed) O. D. BOWMAN,
Provincial Land Surveyor.

The Honourable T. B, PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 31.*)

DISTRICT OF ALGOMA.

TOWNSHIP OF CASCADEN.

WINDSOR, ONTARIO,
October 28th, 1885.

SIR,—I have the honour to submit the following report of the survey of the Township of Cascaden, in the district of Algoma, surveyed according to your instructions, dated May 29th, 1885.

I proceeded, by way of the Canadian Pacific Railway, to the crossing of the Vermillion River, in the Township of Balfour. Here I took canoes, and proceeded down the river to the base line run by Provincial Land Surveyor Salter, in 1857.

I followed this line west until I came to the post marked XII miles, which I was instructed would be my starting point, and likewise the south-east angle of the township.

After taking an observation of Polaris I ran my east boundary due north six miles as per instructions.

After running my east boundary as stated, I returned to the south-east portion of the township in order to survey the interior. I then worked westward and northward until the survey was completed. I did not find Salter's post at the intersection of the base and meridian lines; neither did I find his VI mile post on the meridian line. These posts were undoubtedly destroyed by fire.

I found very little good land in this township, the country being very hilly and rocky, and the soil sandy.

The greater part of the township has been run over by fire years ago, and is now grown up with a dense growth of small poplar, birch, spruce, pitch pine, etc. The largest tract of green timber left is in the south-eastern part of the township, extending across lots numbers one to seven, inclusive, on the south boundary, and then running in a north-easterly direction, through concessions one, two, three, four and five, to Windy Lake.

The timber being birch, poplar, spruce, balsam, maple and a few good pine, but too scattered to be of any commercial value.

The township is well watered by numerous small lakes, the water being generally clear and deep, and apparently containing few fish. A great many of these lakes have no apparent outlet.

The geological formation is gneiss, and although no indication of valuable minerals was discovered, yet I frequently found considerable disturbance of the magnetic needle.

The Canadian Pacific Railway crosses the north-east corner of lot one, in the sixth concession, upon which there is also a siding and a small house, occupied by the railway section men.

I found no settlers.

As the Township of Dowling had not been surveyed when running my east boundary. I am unable to show the intersection of the concession lines of this township with the outlines of my township.

Accompanying, you will find field notes, plans and other returns, which I trust will prove satisfactory.

I have the honour to be, Sir,
Your obedient servant,

(Signed) JOSEPH DE GURSE,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 32.*)

DISTRICT OF ALGOMA.

TOWNSHIP OF DOWLING.

INGERSOLL, ONTARIO,
October 30th 1885.

SIR,—I have the honour to submit to you my report of the Township of Dowling, in the district of Algoma, surveyed according to your instructions, bearing date the 29th day of May, 1885.

I travelled from Ingersoll by the Canadian Pacific Railway to Sudbury, and from there to the Hudson Bay post at White Fish Lake, getting my camping outfit which I had left at the post since 1884, and engaging Indians, from the village there, that I have had on surveys before. We paddled up the Vermillion River in canoes to where it crosses the east boundary of the Township of Fairbank.

Commencing where instructed, at the intersection of the fifth and six concession lines with the east boundary of the Township of Fairbank, I ran a line due north, without blazing, until I struck Salter's base line. This line which I had run due north not striking the south-west corner of the Township of Balfour, finding the distance I was away, I returned and ran a well blazed new line, bearing N. 6° 7′ E. to the south-west angle of the Township of Balfour.

The notes of this line I enclose with the plan, etc., of the township of Dowling.

From the south-west angle of the Township of Balfour. I retraced Salter's base line for my south boundary to his twelve mile post, following the old blazes and cutting it out properly, where necessary in order to chain.

My posts are planted on this line, as shown in my plan. Finding it not very straight, and bending southward from due west, I proceeded to the post on the west boundary of Balfour, between the first and second concessions. Finding it eighty chains from my south-east corner, I ran a line due west to act as a base, and the other concessions I ran in the same way, due west, parallel to this line.

The distance across my township being between thirty and forty chains over six miles. In the first, second and third concessions, I planted posts for thirteen lots; the fourth, fifth and sixth concessions, on the west side being much broken by Windy Lake, I did not plant posts for thirteen lots, but only for twelve lots. I made a careful survey of

the rivers, and that portion of Windy Lake within my limits. Windy Lake is a fine body of water, said to contain plenty of fish, including trout, black bass, etc. Its shores are very irregular, being also rough and rocky.

The township, on the whole, is not, although being rough and mountainous, badly suited for agricultural purposes.

The hills in general form a kind of broken chain, which run in a north-easterly and south-westerly direction, leaving on both sides of it two valleys or partial plains, which can be easily cleared, and could be made, from their close proximity to the Canadian Pacific Railway, profitable farming settlements.

About twenty-five per cent. of the area of the township is capable of being cultivated to advantage and could be readily converted into stock raising or root growing farms.

The soil is generally clay and sandy loam, and the prevailing rock formation is clay slate, which is crumbling away and annually becoming more pulverized, and for this reason, the south and east sides of hills which are not too abrupt, would make admirable pasture lands.

There is very little pine in the township. The timber mostly met with and in greatest abundance is birch and poplar, and the remaining species occur in the following order:—white birch, balsam, spruce, tamarac, maple, cedar, ash and ironwood, and in the sixth concession, part of which has been burned over some years ago, a thick undergrowth of balsam, birch, poplar, hazel and alder.

There are two rivers running through the township, the Vermillion and Onaping, the former running through the south-east portion and cutting the third, second and first concessions, and the latter touching the fifth concession first, and running south-west to about the centre of the third concession, and then north through the fourth, fifth and sixth concessions.

The Vermillion River is moderately deep, and the current slow, while the Onaping River is shallow, and has a very swift current. Both these rivers are tortuous in their course.

There are no falls on the Vermillion in its course through this township which would be of any importance as water power locations; but on the Onaping there are three which could be readily utilized for such purpose.

High Falls, on the Onaping River, and so named by the Canadian Pacific Railway Company, is the most important.

It is very close to the Canadian Pacific Railway, and is situate on lot number seven, concession four, twenty chains north of the line running between concessions numbers three and four.

The fall is about eighty feet, and the width of the river at the top is about one chain, but widens at the drop to several chains.

The next fall of importance, is found by following the course of the river to lot number eight, concession six.

This fall is about ten feet deep, and from these could be derived excellent water privileges. There is also between this and High Falls a smaller one, which is about eight feet, and is situate about twenty chains north-west of High Falls, and adjacent to the Canadian Pacific Railway.

The best land in the township is met with on the banks of the Vermillion and the Onaping Rivers. On the former, in lots numbers four to ten in the first concession, and lots one to ten in the second concession, is decidedly the most promising locations for agricultural pursuits. The surface may be practically called level, and the soil is a rich alluvial deposit, which, if properly cultivated, ought to yield either grain or root crops, which would fairly compete with any in the market. This tract can be easily cleared, and as well as having the advantages of water navigation, it also has the benefit of being close to the Canadian Pacific Railway, which is certainly a great boon, and very convenient for disposing of any superfluous products.

On the Onaping River, also, there are similar inducements to those mentioned, and are situate on lots numbers one to six in the third concession, numbers four to ten in the fourth concession, and numbers five to twelve in the fifth concession.

There are no minerals so far as I have seen in the township, but as it is for the most part covered with forest, there may possibly be some traces of mineral which are not at present apparent.

I have the honour to be, Sir,
Your obedient servant,

(Signed) W. R. BURKE,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Comissioner of Crown Lands,
Toronto.

(Appendix No. 33.)

COUNTY OF RENFREW.

RESIDUE OF THE TOWNSHIP OF NORTH ALGONA.

EGANVILLE, ONTARIO,
November 20th, 1885.

SIR,—I have the honour to submit the following report on the survey of the residue of North Algona, in the County of Renfrew, in accordance with your instructions dated 29th May, 1885.

I began operations by tracing out and reblazing the line between concessions five and six; then, after observing Polaris, I proceeded to run the line between lots fifteen and sixteen, producing said line to the north boundary, starting from an old post planted by Provincial Land Surveyor O'Hanly. The remainder of the work was then carefully finished according to instructions, taking observations where necessary.

This township is very much broken by steep rocky hills, some of which are fully three hundred feet above the Bonnechere River.

The soil is a light, sandy loam, stony and rocky in places.

Large beaver meadows are numerous, and in nearly every instance admit of easy and permanent drainage.

Good water was everywhere met with.

The largest lakes are Rattray's, Dan's, Johnson's, and Lower Long Lake, the latter being the headwater of Cochrane's Creek, a stream of considerable size, which flows south-easterly across the township. It has an average width of about ten feet, and a depth of about four feet, with a strong current.

Reservations for roads were left around all lakes when crossed by concession or proof lines, but none were left along Cochrane's Creek or the Bonnechere River.

This township has been overrun several times by forest fires.

Very little green timber is to be found, especially in the north-western portion.

Nearly all the marketable pine has been cut or burnt. What is left is very scattered and of an inferior quality.

Hardwood was only found in small patches of a few acres in extent.

The eastern portion of the township has escaped fires for a few years and is now covered with a dense growth of young poplar and birch, from six to twelve feet in height.

Swamps of tamarac and cedar are numerous but small in area.

I consider about twenty per cent. of the township arable land. A large percentage of the remainder is particularly adapted for grazing purposes.

The Eganville and Bonnechere and Eganville and Hagarty Roads, were traversed and posted, in accordance with instructions.

Rock exposures were constantly met with, all being granite and gneiss. No minerals or peculiar rock formations were found.

A large area has already been taken up by squatters, some of whom have gone in since the survey was completed, while others have large and well-improved farms, having been living there for periods varying from six to sixteen years.

Herewith I send field notes, plan of survey, etc.

I have the honour to be, Sir,
Your obedient servant,

(Signed), FRANK PURVIS,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 34.*)

DISTRICT OF ALGOMA.

TOWNSHIP OF CARTIER.

CLINTON, ONTARIO,
November 14th, 1885.

SIR,—I have the honour to submit the following report of the survey of the Township of Cartier, Algoma District, under instructions bearing date May 29th, 1885.

The Township of Cartier is situated on the Canadian Pacific Railway, four hundred and seventy-eight miles from Montreal and three hundred and fifty-eight miles from Ottawa.

The railway enters the township about one-half mile west of the south-east angle and leaves the township about the same distance east of the north-west angle.

The surface of the township is very much broken by high rocky hills, with generally rocky swamps in the valleys. Very few lakes of large size are met with, and being situated near the head waters of the Vermillion River, the creeks are not large and most of them that I crossed with the lines of the township were of soft water.

As will be seen by the timber plan accompanying the returns, most of the township has been burned over at different times, and very little valuable timber left standing.

Throughout the old *brule* scattered pine may still be found, and the same holds out in the green districts in the centre and south-east parts, but there is not anything like sufficient for a timber berth. In the green districts in the northern part of the township, especially the western portion of such district, large red and white pine are quite numerous, but on account of the smallness of the tract in Cartier, it would be well to include it in the township unsurveyed lying north, in which pine seems to be more plentiful.

The burned districts are thickly overgrown with pitch pine, poplar, birch and cherry, varying in size from two inches to four inches in diameter. The districts not yet burned are timbered chiefly with poplar and white birch, the latter predominating.

In prosecuting the survey I made the lines between lots four and five and eight and nine the basis of the township, to which, and from which I intersected the concession lines.

I noted the intersections of the Canadian Pacific Railway with all the lines, but on account of the numerous lines run around Cartier Station, none of which coincided with the boundaries shown on the sketch sent me, I could not, with any degree of certainty, place on the plan the areas of the lots broken by the block applied for by the Canadian Pacific Railway Company. I have, however, sent in a sketch showing the size of the different blocks surveyed by them and the areas of the lots broken by the larger of the said blocks.

The chains used on this survey were Chesterman's steel band chains, and I endeavoured to have the chainage done with as much accuracy as possible considering the roughness of the country.

The concession lines were run due west, astronomically, and the side lines due north, astronomically, in accordance with instructions. I observed for the azimuth the Pole star (Polaris) on several occasions, and the variation of the needle shown on the plan is a mean of the variation found from the different observations.

No minerals of economic value were met with.

In retracing Salter's old line, I found stumps at the south-east angle of Cartier, and having re-run the first mile across concession one, I again found some traces of the line. I had also found some blazes and stumps between concessions two and three when that line was run out to the west boundary, but there was no indications of the old line between concessions one and two and two and three, and also none between the last mentioned concession line and the line between concessions four and five, where, in a small piece of green timber, several old stumps and blazes were found. The old line had been opened up and re-blazed across concessions five and six by Provincial Land Surveyor McPherson when surveying for the Canadian Pacific Railway Company.

I failed to find either of the posts on this line referred to in my instructions, viz., the VI. mile and the XII. mile, although I made diligent search for them.

There were no actual settlers in this township devoting themselves to agriculture.

The Canadian Pacific Railway Company have erected dwelling houses at Cartier Station for their own employees.

I have the honour to be, Sir,
Your obedient servant,

(Signed), H. B. PROUDFOOT,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 35.*)

DISTRICT OF ALGOMA.

TOWNSHIP OF BALDWIN.

TORONTO, ONTARIO,
April 6th, 1885.

SIR,—I have the honour, in accordance with instructions from your Department dated at Toronto, May 23rd, 1884, to submit the following report on the survey of the Township of Baldwin, that is to say :—

I sub-divided the township during the months of September and October following the date of the instructions. The lines throughout were traced by the aid of solar instruments and measured with continuous steel bands.

The Algoma Mills branch of the Canadian Pacific Railway, as partially constructed, crosses the south-eastern portion of the township.

Spanish River runs easterly across the northern part. The river here is very rough with many rapids and falls, and as may be seen by referring to the returns. numerous islands occur in the river, some of them being of quite large extent.

Very few lakes are found for this part of the Province, there being less than five hundred acres of water in all, including the river surveyed.

Swamps are comparatively abundant, covering a considerable area, more particularly in the southern sections of the township.

Rocky hills and mountains of rather rugged description break the surface a good deal.

Soil is generally a clay loam of good quality and valleys and patches of good land are frequent.

In the portion of the township convenient to the railway, good inducements are offered and settlers in Canada might do worse than locate in this township. Over the northern and north-western parts, and where the timber has escaped the fire the surface is not so broken, and as soon as facilities of access are afforded, will become quite eligible to the agriculturist.

Fires have pretty generally overrun the southern part of the township, comprising concessions one and two, lots one to eight inclusive, in concessions three and four, and about half of the same lots in concession five. This burned portion presents a very bushy appearance, with logs and windfall, overgrown with poplar and hardwood underbrush, and with patches of green timber in a few places remaining. A good growth of pine and hardwood must formerly have covered the upland portions of this section, but little pine of any value now remains, lumbering and fires having removed or destroyed it. The other portions lying north and west of this burned part are covered more with maple and other hardwoods, mixed with some pines of good quality worth removing for commercial purposes.

No valuable minerals were discovered during the survey.

There are no improvements except the railroad before mentioned.

The plan and other returns are herewith enclosed.

I have the honour to be, Sir,
Your obedient servant,

(Signed), G. B. ABREY,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Adpendix No. 36.)

DISTRICT OF ALGOMA,

COUNTY OF NAIRN.

TORONTO, ONTARIO,
February 3rd., 1885.

SIR,—I have the honour, in accordance with instructions dated July 16th, 1883, to submit the following report of the survey of the Township of Nairn :—

I proceeded to the survey of the said township in the fall of the year of the date of the instructions, and re-opened and measured its western boundary across concessions one and two, and ran the line between said concessions one and two, easterly across the township. I also re-opened and measured its eastern boundary across said concessions one and two, and did some traversing of the waters within the township, that, owing to the lateness of the season, the work was stopped for that time.

During the summer of 1884, I completed the survey of the township, and transmit herewith the field notes, and other returns of the same.

The western boundary of the township was previously run by Provincial Land Surveror W. Beatty, and I would remark that across a portion of concession number four the old line could not be traced, and when connected across, the direction was quite different to that expected.

The Algoma Mills branch of the Canadian Pacific Railway crosses the township in a north-east and south-west direction. Its location is shown on the accompaning returns.

Spanish River run south-westerly across the township. This river crosses, also, near its north-westerly angle.

The easterly branch of the same stream, known as the White Fish, or Vermillion branch, crosses a portion of the south-easterly part of the township; the portion of it lying within this township being expanded into a lake of considerable area. The stream assumes the form of a river a short distance beyond the boundaries in both directions.

Besides these waters described, several unimportant lakes and ponds were met, and shown on the returns.

Spanish River would afford extensive water power at the falls, near the eastern boundary of the township.

There is quite an extensive tract of sandy level land occupying the central portion of the township in the river valley. This afforded an easy route over that part of the Canadian Pacific Railway. Aside from this useful purpose, the flat possesses but little value, the soil being a light sand, and, where not burned, the timber is Norway pine, chiefly, and quite too small for timbering purposes. Outside of this level portion, the country is very rough and rocky, generally; very little is suitable for agriculture.

No valuable minerals, nor traces of any, were seen throughout the survey.

This whole country a few years ago was a pine forest. Now very little timber of any value remains. Fire has overrun the whole, and destroyed it. The dead and blackened trunks of large white pines are seen standing and fallen over every portion. At present a thick and dense, growth of small poplars, &c., is sprung up, and covers the ground everywhere.

A very small patch of timber, that was but partially destroyed by fire, remaining near the railway near the western boundary of the township, has been cut and made use of by the railway company.

A few marshy swamps show, here and there, of unimportant extent, most of which have been caused by flooding made by beaver dams.

No cedars worth mentioning were met with.

Beyond the sandy flat above described, no one part differs from the other, in regard to its timber.

No settlement or improvements exist, except the railway, and a few temporary buildings (now deserted), that were occupied by the railway company, during the construction of the railway.

I have the honor to be, Sir,
Your Obedient Servant,

(Signed) G. B. ABREY,
Provincial Land Surveyor.

The Honorable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 37.*)

DISTRICT OF ALGOMA.

Township of Gould.

Parry Sound, Ontario.
November 24th, 1885.

Sir,—I have the honor to report that I have completed the survey of the Township of Gould, agreeable to instructions received from your office, dated May 24th, 1885.

I commenced the survey of said township, by tracing out and chaining the west boundary, from the south-west angle northward, to the line between concessions two and

three, where I took an observation of Polaris, on its eastern elongation, on the night of the 2nd of September, and surveyed the line between said concessions, east astronomically. After running said line across the township, I surveyed concessions one and two, making concession two the regular depth of eighty chains, and leaving concession one irregular, owing to the south boundary not running due east. I then ran the line between lots six and seven north astronomically, and ran the several concession lines at right angles thereto, as I proceeded northward, leaving the sixth concession bounded on the north by Salter's base line, over one hundred chains in depth.

The Mississaga River, which drains about three-quarters of the township, passes across the south-west corner; the waters in the fifth and sixth concessions empty northward into a large lake, which lies about ten chains north of the township.

A small portion of the township lying north of Cummin's and Chub Lakes has been burned over, and is grown up with a dense growth of poplar.

The greater part of the township is timbered with hard wood, and a few scattered pine, excepting the numerous small swamps scattered throughout, and are timbered with cedar, spruce, balsam, and birch—cedar prevailing.

That portion of the township lying on the west shores of Cummin's Lake, and lot one throughout the township, comprise the greater part of that which is fit for settlement; the other parts, although well timbered, and with very little exposed rock, are light and stony.

Cummins's Lake is about two and one-quarter miles long, with an average breadth of almost one mile, the water of which is as clear as that of the Georgian Bay, with as fine lake trout and white fish as I have seen in any inland lake on the north shore.

I have the honour to be, Sir,
Your obedient servant,

(Signed) DAVID BEATTY,
Provincial Land Surveyor.

The Honourable T. P. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 38.)

DISTRICT OF THUNDER BAY.

TOWNSHIP OF O'CONNOR,

PORT ARTHUR, ONTARIO,
October 21st, 1885.

SIR,—In accordance with instructions from your department, I have laid out the new Township of O'Connor, about twenty miles south-west of Port Arthur, in the district of Thunder Bay, and beg to submit the following brief report thereon:—

Soil.—Almost the whole of this township, which comprises 26,965 acres, consists of a heavy, rich grey clay loam, free from stones, and well adapted to the growth of wheat, and other cereals. But very little rock is visible, except on the north and south boundaries, that on the former being gneiss, and on the latter trap. In fact nine-tenths of the land may be termed good agricultural land. A glance at the accompanying plan will suffice to show that the whole township is remarkably well supplied with water,, even in the driest seasons.

In the larger of the streams are to be found an abundance of brook trout, which, with the numerous partridge, rabbit, bear and moose, constitute all the game met with.

Timber.—The whole township is thickly timbered, that on the southerly three concessions being chiefly jack pine and poplar, and on the north, birch, with an occasional mixture of spruce, tamarac, cedar, etc.; a few white pine were met with on the western

boundary, and western part of the north boundary. The cedar, cottonwood, and white pine are of good dimensions. The northern portion of the township has been overrun by fire, leaving both standing and fallen timber, with a dense undergrowth which seriously impeded the progress of the survey.

Roads.—The new colonization road from Murillo station on the Canadian Pacific Railway to Whitefish Lake, which passes through the south-eastern part of the township will, when fully completed, afford easy access thereto. The line of the projected Thunder Bay Colonization Railway also traverses the township, and will doubtless, ere long, bring these lands within easy and rapid connection with the markets of Port Arthur and the east.

All the available land in the Township of Oliver being taken up, settlers have crossed the Kaministiquia River, and settled north of the Township of O'Connor. These people are anxious to have a new township surveyed, which will include their improvements, or that a strip fronting the river be laid out as an addition to Oliver Township.

A detailed plan of my survey on a scale of forty chains to the inch, and a tracing thereof, showing in color the prevailing timber, also the field notes and accounts, are transmitted herewith.

I have the honour to be, Sir
Your obedient servant,

(Signed) A. L. RUSSELL,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 39.*)

DISTRICT OF THUNDER BAY.

TOWNSHIP OF GILLIES.

BELLEVILLE, ONTARIO,
December 31st, 1885.

SIR,—I have the honour to report that, in accordance with your instructions, dated the 29th of May, 1885, I have completed the survey of the Township of Gillies.

I reached the scene of my operations in the latter part of July, and found that Mr. Russell, who was surveying the Township of O'Connor, had already surveyed the northern boundary of the Township of Gillies, so that it was unnecessary for me to fulfil that part of your instructions referring to the establishment of the north-east corner of the Township of Gillies.

I found that the post planted by Mr. Russell between lots numbers four and five on his southern boundary was exactly correct for the corresponding lots in the Township of Gillies. I took an observation at this point and ran my side line between lots four and five south, at the distance of one mile. I started concession line five and six, and ran eastward two miles. I then ran my eastern boundary, and commencing each of the concession lines ran them westward, at the same time running my several side lines as I moved along. I next completed my southern and western boundaries, thus establishing the eastern boundary of the Township of Lybster.

It appears from a tradition of the Indians, that this whole section of country was overrun by a very destructive fire some sixty or seventy years ago, and all the timber of

that date destroyed. This is borne out by the fact that all the present timber is a second growth of poplar birch, spruce, tamarac and jack-pine, of about an age to correspond with the tradition. No old full-grown forest trees are anywhere to be found, except a few moderate sized white pine along the base of the mountain range which extends east and west through the Township of Gillies, chiefly on the third concession. A further evidence of this great fire is the charred remains of large old trees, frequently found, and the almost entire absence of the black vegetable mould always found overlying the soil of other forests.

The poplar, spruce, tamarac, etc., is of a thrifty growth in the Township of Gillies, in some places being from ten inches to a foot in diameter, and generally very tall.

The jack-pine is a tree peculiar to this region, and is found here in groves of hundreds of acres in extent; it varies in size from five inches to a foot in diameter, and is suitable for small building timber, and railway ties, and the larger trees would even make good lumber.

The geological formation prevailing in the Township of Gillies is the Cambrian, and the most common rock is a dark coloured clay slate, containing more or less iron.

This rock is present all through the township, but is overlayed in the low-lying level tracts by a deep layer of clay soil, formed, I suppose, from the disintegration of the slate. Where a hill or cliff of any considerable height occurs, this slate rock is generally capped by thick beds of trap rock.

In the southern portion of the township are many large detached hills, which are composed of slate rock up to within fifteen or twenty feet of the top, and are then capped with perpendicular edged beds of trap which lie horizontally on the slate; the slate part of the hill-side always makes a slope of about forty-five degrees, but the trap is always perpendicular, giving to the hills that peculiar appearance noticeable at Pie Island, McKay's mountain, and other hills around Thunder Bay.

Mineral veins of calc spar, fluor spar, and heavy spar, containing native silver silver glance, galena and zinc blende, have been found in this section of the country, and a great deal of excitement prevailed last summer amongst miners and prospectors in this neighbourhood.

In the Township of Gillies, however, no actual mining was carried on this season, except a small opening made on mining location 95 T, but very promising veins are said to exist on the locations at the north-east corner of the township, notably the Twin City vein on location 96 T.

At Rabbit Mountain, a little east of the Township of Gillies, extensive mining operations are being carried on, and I was shown some fine specimens of silver taken from the vein there.

I found traces of magnetic iron ore in several places in the Township of Gillies, and I am of opinion that iron exists in this section in large quantities.

Mining was carried on this year at a great disadvantage, as there was no road leading to the mines except a sort of trail made by the miners; but the Government road being built was progressing rapidly at the time I left, and will be a great boon to the miners and settlers.

There is a large quantity of good land in the Township of Gillies, in fact, almost all that portion lying north of the before mentioned mountain range on concession three may be considered fit for farming purposes. The soil here is a strong clay, and very little rock shows near the surface. South of this range the country is more broken, but many good tracts of land are to be found even here.

On the whole the Township of Gillies contains more good land than any other township I have ever seen in the backwoods of Ontario, and if the severity of the climate does not form an impediment to the raising of crops, I believe there is going to be a large field for settlement in this section, as outside the township surveyed there are thousands of acres of equally good land.

There are no lakes in the Township of Gillies, and no streams of any size, except the White Fish River; in this river and in many of the small brooks, speckled trout abound.

There are no red deer apparently in these woods, but I saw a great many moose tracks, and I w,as told that these large animals are tolerably plenty here. Partridge are very abundant and in the burnt plains, in the southern part of the township, prairie chickens are numerous in the fall.

I have the honour to be, Sir,
Your obedient servant,

(Signed) THOMAS O. BOLGER,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 40.*)

DISTRICT OF THUNDER BAY.

TOWNSHIP OF LYBSTER.

Belleville, Ontario,
December 31st, 1885.

SIR,—I have the honour to report that, in accordance with your instructions, dated the 29th day of May, 1885, I have completed the survey of the Township of Lybster.

In surveying the Township of Gillies, I had run the line which forms the eastern boundary of the Township of Lybster, and planted the posts from which the several concession lines should commence.

I commenced the survey of the Township of Lybster by taking an observation at the south-west corner of the Township of Gillies, and ran a line due west for the southern boundary. I then moved northward running the several side lines from the south, and the concession lines westward, always terminating each line where it intersected the boundary of a location. I then moved westward along concession lines five and six to the western boundary.

In this manner I completed all the lines and tied in my work on the several locations.

I found that the Township of Lybster must have been overrun by the same fires that destroyed all the original timber in the Township of Gillies as here too, the forest is all a second growth of sixty or seventy years old, but, for some reason, the trees in the Township of Lybster are not so large and thrifty as in the Township of Gillies.

Jack pine, poplar, spruce, tamarac, birch and balsam, with some balm of Gilead, are the prevailing kinds of timber, none of them being large enough to be of much marketable value.

The geological formation in the Township of Lybster is about the same as in the Township of Gillies, the slate being present in all parts of the township, except in the vicinity of the north-west corner, where it appears to me the Laurentian formation comes in, as the rocks in this section are of a granitic nature and the slate is entirely absent, and the soil changes from the clay of the other part of the township into a sandy loam.

Some silver yielding veins have been discovered on some of the mining locations in the Township of Lybster, and when I was there somewhat extensive mining operations were being carried on on mining location R 54, where a large vein exists, from which some magnificent specimens of native silver and argentite were taken.

There were also some mining operations in progress in mining locations R 95, R 64, and R 110, but I cannot say with what results.

It is most probable that silver exists in this section of the country in paying quantities, but so far mining is in its infancy here, and no thorough tests have as yet been made.

In all that portion of the Township of Lybster lying south of the locations, there is a remarkable disturbance of the magnetic needle, which must be caused by the presence of magnetic ore in large quantities.

This disturbance occurs all over this part of the township, even in places where the clay soil is apparently very deep, and where no rock of any kind is visible.

On some of the hills in this vicinity I found some very good indications of magnetic iron ore. The magnetic ore in these townships seems to be of a cleavable nature and differs in appearance from the ores of the County of Hastings.

As will be seen from the plan of the township, there are somewhat over six thousand acres taken up by mining locations, but on most of them nothing has been done.

The land in the the Township of Lybster is almost, if not equally as good, as in the Township of Gillies, and there is fully seventy-five per cent. fit for settlement. The soil is a heavy clay, and except in the sixth concession is very free from stone.

It may be that this clay soil in the Townships of Gillies and Lybster is of too heavy a nature for the successful growth of crops, as I do not think that farming has ever been tried on this kind of soil in this region, as the settlements in the Township of Oliver are of a different formation; and again it may be that the climate is too severe, owing to the summer frosts. I think these questions ought to be tested by experiment, as, if farming can be successfully carried on in this climate, there is an immense amount of land fit for settlement.

With the exception of the miners on the above-mentioned mining locations, there are no settlers in the Township of Lybster, but the mining population, during the summer, amounted to about one hundred, besides a number of explorers.

There are no lakes in the Township of Lybster, except a few small ponds on the head waters of Silver Falls Creek, and the White Fish River is the principal stream. Speckled trout are present in all the larger brooks.

Moose appear to be more frequently met with than in the Township of Gillies, and partridge are equally plentiful.

I have the honour to be, Sir,
Your obedient Servant,

(Signed), THOMAS O. BOLGER,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 41.*)

COUNTY OF RENFREW.

Residue of the Township of Fraser.

Pembroke, Ontario.
December 15th, 1885

Sir,—I have the honour, in accordance with your instructions, dated 29th May, 1885, to submit the following report of the survey of the residue of the Township of Fraser:—

I commenced the survey by retracing and measuring the line between concessions eight and nine, which had been run and posted by Provincial Land Surveyor Robertson in 1854, from the eastern boundary of the township. The line was visible there, but the posts had been destroyed by fire. I planted new posts, and re-opened the line thence westerly, planting posts at the corners of the lots, as the original posts had been all destroyed, till I came to lot five, where a stump was pointed out by the settlers as the post

between lots four and five, the tree having been marked as a post; a fallen tree was also found marked as a post between lots five and six. The settlers on the adjoining lots had been guided by these posts in making their improvements.

The distance from the eastern boundary to the post thus found, between lots five and six, was two chains and seventy-four links in excess of the regular width of five lots. I, therefore, decided to run my side road lines from the posts originally planted for side roads on this concession line, northerly and southerly, wherever they could be found, so as to make the blocks of uniform width throughout the length of the township; otherwise, if I made the lots of the regular width in the other concessions, there would be jogs where the side road lines in the eighth and ninth concessions intersected them.

I observed Polaris, eastern elongation, and, commencing on the line between concessions eight and nine, at the fallen tree before mentioned, marked as a post, I ran the line between lots five and six, thence N. 20° 51' 40" W., planting posts at distances of 100 chains for the alternate concessions to the northern boundary of the township. At that point I also planted posts, as the original posts had been destroyed. Returning to the line between concessions eight and nine, I retraced and measured that line westerly, from the line between lots five and six, to the line between lots twenty and twenty-one, that being the westerly limit of my survey. All the posts on the line had been destroyed by fire; I planted new posts, making the lots twenty chains in width, till I came to lot twenty. The distance from the line between lots five and six, to the line between lots twenty and twenty-one, was seven chains and sixty-nine links in excess of the regular width of the lots, which gave to lot twenty a width of twenty-seven chains, and sixty-nine links. I then continued the line between lots five and six, from the line between concessions eight and nine, S. 20° 51' 40", E., planting posts at distances of 100 chains for the alternate concessions to the southern boundary of the township, where I planted posts, the original posts having been destroyed. I ran the concession lines from the line between lots five and six, N. 69° 08' 20" E. to the eastern boundary of the township, and S. 69° 08' 20" W. to the line between lots twenty and twenty-one, except the line between concessions two and three, and the line between concessions fourteen and fifteen, which I ran to the western boundary of the township. The line between lots ten and eleven, and the line between fifteen and sixteen were run from the line between concessions two and three S. 20° 51' 40" E. to the southern boundary, and N. 20° 51' 40" W. to the northern boundary, producing them northerly from each concession line to the next, as those lines intersected them, the line between lots twenty-five and twenty-six was run from the line between concessions two and three S. 20° 51' 40" E. to the southern boundary, and N. 20° 51' 40" W. from the line between concessions fourteen and fifteen, to the northern boundary. The plan accompanying your instructions showed this line to have been run in the original survey to Indian River on the north, and to within about twenty chains of the line between concessions two and three on the south; at both points I produced my line the distance indicated on that plan, for the purpose of connecting it with the original line, but was unable to find it. I am of opinion that it has not been run. Wherever my lines intersected the boundaries of the original survey, posts had to be planted, as the original posts had been destroyed by fire.

The principal timber in the township has been pine; and extensive lumbering operations were carried on in this section of country some years ago, but successive fires have entirely destroyed the timber on all but a small portion of the township, and that portion has been partially burned.

The surface of the country is very much broken by high hills and mountains; much of the lower lands are rocky, or covered with boulders. The soil is generally sandy or gravelly, I should say twenty per cent. of the township is fit for settlement.

A waggon road leading from the Bonnechere River to Pembroke, passes through the township near the centre, from east to west, and will be a means of inducing settlers to take up any lands suitable for agriculture. The north and south branches of Indian River run through the northerly part, leaving the township in the tenth concession, at the eastern boundary, a little above the forks of the river. The roads leading from the old lumbering depots on those streams to Pembroke, will be of great service to settlers who may take up lands in that part of the township.

I found no minerals worthy of notice; the rock formation is gneiss and granite, similar to that found on the upper Ottawa generally.

I have the honour to be, Sir,
Your obedient servant,

(Signed) WILLIAM BELL,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 42.*)

DISTRICT OF NIPISSING.

TOWNSHIP OF FRESWICK.

SARNIA, ONTARIO,
October 10th., 1885.

SIR,—I have the honour to report that, in compliance with your instructions, dated May 29th, 1885, I have completed the survey of the Township of Freswick into farm lots of 100 acres each, and beg leave to submit the following report, together with the plan and field notes thereof :—

I commenced the survey by measuring one hundred chains, north on the west boundary, from the south-west angle of the township, to the line between the second and third concessions and, after taking an observation of Polaris, on the night of the 16th of June, I ran this line N. 69° 08′ 20″ E., making it the base of the survey, laying off the various side lines, and concession lines, in accordance with the instructions and projected plan.

The surface is very undulating, the hills, in a few instances, having an elevation of 200 feet over the level of the lakes.

About seventy per cent. of the land is fit for agricultural purposes—the best portion of it lying to the north of Lake La Muir—the soil being a rich, sandy loam, overlying gravel. A small portion of the township along the east boundary, and south of Big Lake, also a small strip south of the Petewawa River, extending east to lot number twelve, has been burned over some years ago. All the balance of the township is well timbered, that on the highlands being principally hardwood; maple, beech and birch predominating.

There never was much pine in this township, but now there is scarcely any left, traces of lumbering being found in all parts of the township.

The swamps are generally rocky, the timber being tamarac, spruce, cedar and black ash.

This township is well watered by numerous lakes and streams—the principal lakes being Big Lake, Lake La Muir, and Crow Lake, and it is intersected from west to east by the Little Madawaska, which is composed of a chain of lakes and streams, commencing on the west with Lake La Muir, which extends east to lot number ten, in the ninth concession, thence by a stream about one mile to the head of Big Lake, which extends from lot number fifteen, in concessions seven, eight, nine and ten, to lot number thirty, in the twelfth concession, thence in a north-easterly direction, it empties into the Petewawa at Trout Lake. The lakes are all beautifully clear, abounding with fish of the finest variety.

The only means of access to this township at present is by the Petewawa River.
The geological formation is the usual Laurentian prevailing in this region.
There are no settlers in this township.

I have the honour to be, Sir,
Your obedient servant,

(Signed) THOMAS BYRNE,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 43.*)

REPORT

OF

THE SUPERINTENDENT

OF

COLONIZATION ROADS.

To the Honorable T. B. PARDEE,
Commissioner of Crown Lands,
Ontario.

SIR,—I have the honour to present the report of work accomplished under the management of the Colonization Roads branch of the Crown Lands Department during the year 1885, accompanied by a summary of the expenditure upon each road or work, and hereto annexed.

The cost of roads constructed has this year averaged about $265 per mile, and for repairs about $120; the number of miles built being 213, and 395 miles repaired, besides the construction of some 18 bridges in various parts of the Province.

The works are the following :—

NORTH DIVISION.

BATCHEWANING ROAD.

The combined grants of this and the Dominion Government, being one thousand dollars each, were spent in repairing and otherwise improving twelve miles of the portion already built. It was at first the intention to complete the road to the end of the survey for the same made under Dominion authority, but finding that the whole road was in bad condition, and that without bridges over Batchewaning and Chippewa Rivers, any farther production could not be made use of, these general repairs were ordered.

BRUCE MINES ROAD.

Necessary repairs to a cross-way between Bruce Mines and Otter Tail.

COFFIN ROADS.

Two roads, or portions of roads, were made; the one being along the town line between Coffin and Morin, across lots 12 to 9 inclusive, and thence north between lots 9 and 10, concession 1, of Morin to about centre of the concession; and in the second case the work

was in Coffin between concessions 5 and 6, west half a mile, and from thence north, between lots 2 and 3, to McMahon boundary; and again west on the town line half a mile, making altogether four and a quarter miles of road constructed.

Coffin Additional Road.

Is between lots 4 and 5, from the Great Northern Road through concessions 1 and 2 and east to the middle of lot 3 on the line between concessions 2 and 3, all in Coffin Additional township. About two miles built.

Coyne's Road.

A work begun at the south boundary of Rose township between sections 35 and 36, and continued north three and three quarter miles, which is a considerable distance for the money spent.

Day Mills and Bright Road.

A road half a mile long which last season was chopped out, and this year grubbed and graded. It is between lots 3 and 4 in the 1st concession of the township of Day.

Galbraith Road and Bridge.

The road is on the 3rd concession line of Galbraith, from the line between lots 6 and 7, easterly, somewhat over a mile; and the bridge, a small one, is on the last named line in the 3rd concession.

Garden River Bridge.

Built to replace one erected in 1877, and the third structure since the formation and construction of the Great Northern Road in the year 1863 or thereabout. The present structure has two main spans of 61 and 64 feet respectively, and total length of 173 feet, and is in every respect an excellent bridge.

Gladstone Road.

This is more properly a ditch made to drain a low portion of Mississaga Road in the 1st concession of Gladstone, and is fifty rods long. Given as a job at fifty cents a rod.

Goulais River Bridge.

Some necessary work to further protect the bridge against spring freshets and washings.

Grand Portage Road.

Work was commenced at the centre of lot 4, concession 6, of Kirkwood, and continued north-easterly to centre of north-half of lot 10, concession 2 of the township of Wells. Three and three-quarter miles constructed through a rather rough section, but leading into a fine district for settlement.

Great Northern Road.

Near Garden River were two bridges over streams and heavy ravines, so worn as to be impassable with any degree of safety, which made their renewal a necessity.

Indian Peninsula Road.

The report of this work is, that operations were begun about one mile north of Colpoy's Bay, in the County of Bruce, and the road very substantially repaired to within about three miles of Lion's Head—about eighteen miles. The road being over comparatively level ground, the expenditure now made should constitute it an excellent main highway, and most desirable for the inhabitants northward.

Kaministiquia Bridge.

This spans the river of the same name on lot 31, concession 1 of the township of Paipoonge, and appears to be a substantial and useful work. Its total length is 714 feet, comprised of two main spans of 60 feet, and the remainder 20 feet spans or openings, the substructure being piles, with framed end abutments filled with stone, and every precaution taken to make the bridge as secure as possible against spring or other freshets. It is upon the line of Rabbit Mountain or Whitefish Bay Road, hereafter to be described, and is, I believe, the best selection of site to be found for such a bridge between Fort William and Kakabeka Falls.

Lake Shore Road.

Three miles of the portion chopped and cleared last year have been graded and completed, and a further length of two miles made anew and extending towards Bruce Mines. A small bridge was also built.

Lefroy Road.

One and a half miles repaired from Ansonia eastward.

Manitoulin Island Roads.

There were 33 miles of road constructed and 14½ repaired this season upon the following roads :—

Barrie Island Road, or about one mile of work in repairing the approaches to Barrie Island Bridge, costing $201.30.

Campbell Road is on the 8th and 9th concession line of the township of Campbell, from Gore and Providence Bay Road to Lake Mindemoya, and is three miles of construction through a burnt district at a cost of about $230.

Clover Valley Road, chopped out last year, and this year graded and otherwise improved, was so done at a cost of $150.

Gore Bay and Lake Wolsley Road is a continuation of Lake Wolsley Road of last season, and is between the 6th and 7th concessions of Burpee to lot 2, and thence north-westerly to the corner of lot 2, concession 6, of Robinson township ; thence west to lot 5, and again north-westerly to the corner of lot 8, concession 8, and west again to lot 12—thirteen and three quarter miles ; costing about $1300, and opening up a mail route between Gore Bay and Silver Lake Post Office.

Repairs were made over three and a half miles of Gore and Providence Bay Road, between the south end of Kagawong Lake and Providence Bay at a cost of $180, making, it is said, one of the best and most travelled roads on the Island.

Little Current and West Bay Branch Road is from lot 1, concession 4, of Billings, south of Lake Manitou, to the town line of Sandfield, and represents three and a quarter miles of road construction for the sum of $290.

Little Current and West Bay Road is on the 11th and 12th concession line of Bidwell, the expenditure, $105, being for repairs over one mile.

Long Bay Road, or road allowance, between concessions 10 and 11 of Campbell, was opened through a little less than a mile of swamp, at a cost, together with the construction of another mile of road between lots 20 and 21, of a little over $300.

Lake Huron Road is another new work, and is through concessions 7 and 8, and between lots 10 and 11, of the township of Mills. Expenditure, $420, and length, one and a quarter miles ; and again, the Mindemoya and Sandfield Road, five and a half miles long, and costing a little less than $1,200, is from lot 15, concession 4, of Sandfield, south-westerly of Windfall and Big Lakes, to lot 28 in the 4th concession of Carnarvon.

Manitowaning and Green Bay Road. These are repairs costing about $425 for two and a half miles, on the 10th side line of Bidwell, through concessions 4 to 9 ; and on

the MUDGE BAY AND KAGAWONG ROAD, which is on the town line between Billings and Allen, and between the 9th and 12th concessions, $140 was expended in repairing two miles.

TEHKUMMAH (*5th side line*) ROAD, or continuation thereof, and known as "The Slash Road," has been cut out through the swamp two and a half miles this season at an outlay of $400, thus giving an outlet for settlers to Sandfield Mills; also, from the 8th concession of Sandfield, between lots 8 and 9, northward to the 10th concession, one and a quarter miles were built for the sum of $240, the road being named SANFIELD AND BIG BAY ROAD.

An expenditure of $130 was made in improving SUCKER CREEK ROAD, built and reported last season; and on the road allowance between the 2nd and 3rd concessions of Tehkummah, a road was opened across lots 16, 17 and 18, and some grading done between lots 15 and 16, equal to about one mile of road, built at a cost of $145. This latter work may be designated TEHKUMMAH (*2nd concession*) ROAD.

MISSISSAGA ROAD.

This road, the location of which was fully reported last year, has been more or less repaired over nearly four miles of its length, and an additional mile, which may be called construction, as last season it was only roughly chopped out for winter travel, has been made.

MISSISSAGA BRIDGE.

I regret having to report the loss of this structure by the serious floods which last spring prevailed to an almost unheard of extent throughout the Province, and while I cannot speak from personal knowledge as to the general stability of the bridge, but the site and remains of which I have since examined, I am satisfied from many reports received that, except under such an extraordinary and unexceptional flooding and jamming of ice, this bridge was in all respects sufficient for the purposes for which it was built, material and workmanship being alike good, and that no ordinary forethought could have averted the disaster and loss of a structure very much needed by the people, as also for the more rapid settlement of the district, which this bridge was designed to serve.

NEEBING ROAD.

This road is between lots 5 and 6, and through portions of concessions H and I of Neebing Additional, and is through a muskeg. It is one mile in length and had previously been chopped out by the municipality.

OLIVER BRIDGES.

Two bridges on the Oliver Road were destroyed, one of which the municipality of of Shuniah renewed, and, towards the second, they have agreed to contribute one-half. The money has not yet been received but is expected after their first meeting of Council in 1886.

OTTER TAIL ROAD AND BRIDGES.

Repairs on the road passing around Otter Tail Lake costing $135; the balance of expenditure being chiefly for lumber and repairing the bridge which crosses Thessalon River at the foot of the lake. The road is really part of the Great Northern Road.

PLUMMER (*6th concession*) BRIDGE.

An expenditure of $30 for building a crossway 80 feet long, 16 feet wide, and raised 5 feet above the ground level.

PORT FINLAY ROAD.

This work was extensive and permanent repairs over three miles of the road, dating from its southerly end.

Prince (*2nd concesion*) Road.

This is the completion of this work to Gros Cap on Lake Superior, thus affording access to the wharf. The length made is one mile, and reported as satisfactorily performed.

Rabbit Mountain Road.

This road is located from a point on the Oliver Road, between lots 11 and 12, concession 1, of the Township of Oliver, southerly to the Kaministiquia River, on lot 31, concession 1, of Paipoonge, where the river is crossed by the Kaministiquia Bridge before described, and from this point the road is continued southerly and westerly about the base of Rabbit Mountain, a distance altogether from the Oliver Road to its present termination of about 11½ miles, of which the first four miles to the river are very well completed, leaving 7½ yet to be ditched and turnpiked to make it equal to the first portion. From personal examination I am able to speak favourably of the location and work, while from other information added it is evident that a considerable proportion of the land which the road, if continued to White Fish Lake upon the location made, will traverse, is agricultural, and will in the near future be taken up and settled upon; and this will undoubtedly be the case should the various silver mines now being developed prove at all equal to present expectations.

Rainy River Road.

This road was located by the Dominion Government, some 10 years ago, from Fort Francis, westerly, to Lake of the Woods, and in its construction this season the original location was followed with few exceptions. Work was begun at Fort Francis and continued westerly to the first Indian Reserve, a total distance of 13 miles, embracing 2½ miles, built in 1884, and included in the expenditure this year of $2,426.89, or about $187 per mile, for what is reported as a good road. In consequence of strong currents the ice on the river is never safe, it is said, and without a road the settlers for several months in the year cannot reach their supply market, Rat Portage, and I would therefore urge the continuation of the road from year to year for at least another thirty miles, or to where the ice on the river is comparatively safe. The land is represented as being excellent along the river, and well worth developing.

St. Joseph Island Roads.

On this Island 4 miles of road were constructed and about the same number repaired, the works being:—*A Line*, of which 1¼ miles were made along the west side of each, the H and M concession, costing about $400, and of the *H and I Concession Line* an equal distance was built, the work being through A and Huron concessions, the outlay $600.

On the Milford Haven Road two miles were repaired from the Tenby Bay Road towards Hilton for $600, while on the Tenby Bay Road, for the sum of $720 or thereabout, 2 miles were repaired from its intersection with the latter road westerly, and one mile constructed through lots 12 to 15 inclusive. A bridge was built over Two Tree Creek on lot 11, concession G, the total cost being $125, of which one-half was contributed by the Council of the Municipality of St. Joseph, accompanied by a vote of thanks to the overseer for the substantial manner in which the bridge had been built with the limited sum expended; and on *V Line* a little over $200 was spent in opening up a swampy portion of the road.

South Branch Thessalon Bridge

Is on the boundary line between Coffin and Galbraith, leading into the 3rd concession of the latter township. The amount of money at the overseer's disposal was insufficient to fully complete the bridge, but, several interested and giving gratuitous assistance, he was enabled to finish it for $109.75.

Thessalon (*lot* 18) Bridge.

To assist the settlers to replace abutments, and otherwise repair this bridge, which had been undermined, the sum of $25 was given to supplement twenty-five days' labour offered. The work is reported as highly satisfactory.

Thessalon and Bright Road.

This road was produced to the Mississaga River, a distance of a little over eight miles, dating from the end of last year's work on lot 10, Township of Bright. Six miles were repaired over portions of the road before constructed, and in addition to the above, two miles were built in Bright Additional, between lots 4 and 5, in the 6th concession, and across lots 4 and 3, between concessions 5 and 6, thus giving 10 miles of road built and 6 repaired.

WEST DIVISION.

Alsace Road.

A continuation of the road from the end of last year's operations, from lot 8 eastward to lot 2, between concessions 2 and 3 of the Township of Nipissing, one and three-quarter miles of heavy work.

Axe Lake Road.

A road first begun in 1879, and extended from the Cardwell Road, northerly into the Township of Monteith, somewhat over four miles. The work upon it this season was from lot 33, concession 7, north and east, crossing lots 33 and 32 of concession 7, and south-east angle of lot 32, concession 8, and on through lot 31 to the side road between lots 30 and 31 and to the 8th and 9th concession line, on which the McMurrich Road is situated, and which latter was also produced westerly from lot 27 to meet the first named road, and thus make the connection which was contemplated.

The length made was two and a half miles of the Axe Lake, and three-quarters of a mile upon the McMurrich Road, or total of three and a quarter miles.

Baysville and Huntsville Road.

This work consisted of one and three quarter miles of repairs; and one and a quarter miles of new work made as a diversion of the road in the 2nd and 3rd concessions of Brunel Township.

Boundary Road (*Spence and Monteith*).

Commencing at the Rosseau and Nipissing Road, on lot 38 of the Road Survey, this work was continued south-westerly, crossing the west end of lot 37 of the said road survey, and from thence over lots 27 to 30 in concession 1 of the Township of Spence, intersecting the south town line on that between lots 30 and 31. Two miles of new road.

Brunel Road.

Repairs begun near Port Sidney and extended easterly about three miles. A great many culverts and crossings were repaired or renewed, and the road generally very much improved.

Burpee Road.

A new work begun on the Lorimer Lake Road, on the road allowance between concessions 2 and 3 of the Township of Ferguson, and on or near the 10th and 11th side line road, and made from thence northerly through lot 11, to the east side of lot 12 at the 4th and 5th concession line, and continuing again northerly through lot 12 and through the 5th concession, a distance altogether of two and a half miles.

It is said that the opening of this road has already induced a number of settlers into the township, and the desire is to have the road continued next season.

Cardwell Junction Road.

The portion made this season is practically on the town line between Chaffey and Perry, and between the Muskoka and Port Vernon Roads.

It is an important connection and of great advantage to the settlers in leading them to railway facilities. Two and a quarter miles of heavy work is reported.

Chaffey (*30th side line*) Road.

This is the opening of the above side road to East River, where in 1882, the Chaffey Bridge was built. The road allowance between concessions 4 and 5 was also opened from lot 23 to this side line, making a total distance of two and a half miles of new work.

Chaffey Road.

This road was extended easterly on the road allowance between concessions 2 and 3 of Bethune Township, three quarters of a mile; the balance of the money being spent in repairing two and a quarter miles of the portion before constructed.

Chisholm Road.

A road begun at the Himsworth Road and line between lots 20 and 21 of Himsworth, and extending easterly three miles to the line between lots 10 and 11 of the same township; the road itself being upon the road allowance between concessions 2 and 3.

The intention is, of course, the extention of the road into Chisholm, the adjoining township.

Dalton and Washago Road.

A job was given to fill in a ravine on lot 16, concession 9, Rama, where previously a bridge existed, but which had become unsafe. The work is reported as having been done according to agreement in every respect.

Distress River Road.

Repairs were made in the Townships of Chapman and Strong over about two miles, costing something over $500, and the road was then extended two miles, namely, from the line between lots 30 and 31, concession 9 of Strong, crossing lot 31 to meet the 10th and 11th concession line at the north-west angle of lot 32, and from this point east, along the last named concession line to lot 5 in the Township of Foley; the work being heavy throughout.

Draper and Gravenhurst Road.

This work is the bridging of Black Creek, and formation of a road through lots A and 1 in the first concession of Draper Township.

The County Council of Victoria made a grant of $500 towards the work, the total cost of which was estimated by their Engineer at something over $1,500, and proved to be a very accurate one.

The bridge is a 50 feet clear span, raised upon abutments about 12 feet above the ground line, and believed to be a very substantial structure. The earth filling was deep and therefore expensive, but it is reported as well done throughout, and the whole a useful and important work.

Eagle Lake Road.

A road in the Townships of Lount and Machar, and first opened in 1879. It was this year repaired over four miles of its length and extended from its former terminus which is now the Muskoka Road, half a mile eastward.

The road is an important one and should be continued to South River, in order to give settlers the benefit of the new railway.

East River Bridges.

Necessary repairs to two of the Government bridges, one being on the Hoodstown Road and the other Chaffey Bridge.

Edgington Road.

This road is located as follows : Commencing at the Christie Road on lot 15, concession 8, Christie, thence south on lot 15 to near the blind line of the 8th concession, and line between lots 15 and 16 ; thence on the last named line to the 6th and 7th concession line ; thence west to centre of lot 16 ; thence south and east through lot 16 and through concessions 6, 5 and 4, to again intersect the 15th and 16th side line, between concessions 3 and 4 ; thence south-easterly crossing lots 15, 14 and 13 ; thence south and west, intersecting the line between lots 13 and 14 about the blind line between concessions 1 and 2 ; and thence southerly on the said line between lots 13 and 14 to the south boundary of Christie.

Of the whole length three miles have this season been made from the Christie Road southerly, and the work highly spoken of.

Fish Bay Road.

A short road fully described in last year's report. It is the only one by which, at certain seasons, travellers can reach the steamer on Lake Nipissing, from the village of Nipissing. It is and always must be a rough road, while the labour upon it this season somewhat improved it. Two and a half miles of repairs.

Golden Valley Road.

This road, fully described last year, was this season produced two and three quarter miles, or to about lot 2, concession 8, of the Township of Pringle, and opens a fine tract of land.

A bridge was built about one mile in advance of the present terminus for the purpose of allowing winter traffic.

Hagerman Road.

A road five-eighths of a mile long opened from the Northern Road between lots 54 and 55 "Road Survey" westerly to the rear of the lots. The road had been petitioned for, and upon examination was found to be a very necessary work, and too heavy for the settlers to undertake. It is in the township of Hagerman.

Himsworth Road.

Of this appropriation somewhat less than $500 was spent in the completion of Powassan Bridge reported last year, and upon which $400 was then paid. The balance of the money was expended upon the road, which in 1882 was chopped out and partially made. Five miles is the distance wrought over, equal to about three miles of new work and two of repairs.

Lake Joseph Road.

Repairs upon the road from Port Cockburn to the Parry Sound Road ; length about two and a half miles.

Leg Lake Road.

A road leading from what is termed the Leg Lake settlement in the Township of Wood, to Gravenhurst in Muskoka Township. It was the intention that $300 be spent this year, $200 being grants from the County of Simcoe and lumber merchants, but, the season becoming unfavourable, the work was stopped after an expenditure of $100 in chopping out a portion of the road.

Little Doe Lake Road.

A work commencing on lot 107, concession B, Nipissing Road; thence westerly through the said lot to its rear, and along the said rear or base line to the 10th and 11th concession of Chapman, and from thence westerly along the said concession line to lot number 4, where it terminates. One and a half miles made.

Lount Road.

Begun on lot 125, Nipissing Road survey, and made from thence north-easterly across lots 125 and 126, meeting the 2nd and 3rd concession of Lount at the rear of the aforesaid lots; thence easterly approximately on the line between concessions 2 and 3, and terminating about the road allowance between lots 10 and 11; about two and three-quarter miles of new work.

Macaulay Road.

Repairs from Baysville easterly five miles to lot 28, concession 9, Township of Ridout.

Maganetawan Road.

Work was commenced between lots 30 and 31 upon the road allowance between concessions 3 and 4 of the Township of Strong, and continued north to the 4th and 5th concession line, and from thence easterly on the last mentioned line to lot number 9 in Joly, a length of three and three-quarter miles. In addition to the above, a bridge was built near the south-east angle of Strong one hundred feet in length including approaches.

Mecunoma Road.

A road from the Rosseau and Nipissing Road on lot 137, concession B, running north-westerly till it strikes the 10th and 11th concession of Lount between lots 20 and 21, from whence it is continued on the concession line to the west side of the last named lot; distance two miles.

Menzies' Bridge.

This was necessary repairs, and the raising of the structure some two feet. The bridge was built in '82.

Mills Road.

Instead of producing this road northward to Lake Nipissing as at first purposed, and as had been requested by petition and otherwise, it was found upon careful examination more desirable in the interests of the settlers to make it as a continuation of the Mills and Wilson Road, which ended about lot 29 on the town line between the Townships of Hardy and Mills. It was accordingly made east to lot 27, from whence its course is north-easterly through concessions 2 and 3 of Mills, and crossing Wolf River on lot 23, concession 2. After reaching the last named concession line, which it does at the point between lots 22 and 23, the road continues east on the concession line to about lot 18. From this point the road is brushed out four and a half miles to the east side of the Township and practically on the concession line before referred to, thus giving four miles of road made, and a winter road through the Township.

Wolfe River Bridge, which is included in the work, is 83 feet long, with main span of 34 feet.

Monteith and Perry Road.

Six and a half miles repaired from Kearney easterly, in the Township of Bethune and the road increased in length a quarter of a mile in the same direction. Again, in the Township of McMurrich, it was constructed from lot 10 between concessions 10 and 11 west to the Stisted Road, one and a half miles or thereabout.

Muskoka Road.

This road was produced north to intersect the Eagle Lake Road in Machar Township; the work being on the road allowance between lots 20 and 21 and reaching to the 4th and 5th concession line, one and a quarter miles. It was also produced from the 6th and 7th concession line of Nipissing southerly, on the road allowance between lots 5 and 6 to intersect the Alsace Road between concessions 2 and 3, two and a half miles. Repairs were also made over twenty miles of that constructed from Berriedale southerly, and the road thereby very much improved.

There was a grant of $400 also made, to assist the Municipality of Morrison in the building and repairing of several bridges on this same road in their township.

Musquosh and Long Point Roads.

The first named road was repaired from lot 1, concession 10 of Wood, to lot 18, concessions 7 and 8, five miles; and the Long Point Road from its intersection with the Musquosh Road, lot 30, concession 8, Muskoka, northerly, three and a half miles. A rough and broken section of country.

Northern Road.

Repaired in a very permanent manner from Dunchurch, in the Township of Hagerman, three miles southerly.

Oka Road.

This road as constructed in 1882, was repaired throughout its entire length of four miles, and a production made of one and a half miles, terminating at the eastern boundary of the Township of Gibson and of the Oka Reservation.

Parry Sound Road.

Three miles of this road, from its junction with the Muskoka Road westerly, have been thoroughly repaired, one-half mile of which was new work, being a deviation about a large rocky hill.

Port Sidney Bridge.

A bridge crossing the Muskoka River near Port Sidney, in the 5th concession of the Township of Stephenson, and to be used instead of Brunel Bridge, built about 1870, a little higher up the river; the site being changed to secure a much shorter and better location. Main span of bridge 60 feet and total length 100 feet; elevated about 15 feet above the general water line.

Poverty Bay and Ah-mic Lake Roads.

Three miles of repairs on the Ah-mic Lake Road, or its whole length, and of the Poverty Bay Road, which is simply a continuation of the first named, four miles of that which last year was but roughly opened as a winter road, has boen formed into a good general one, which may be called new work, and it is well reported of.

Powassan Bridge.

An appropriation of $1,500 was made for the completion of this bridge (which was commenced last year) and for the improvement of Himsworth Road. Less than $500 was the balance due upon the bridge, as shewn in the summary.

Rosseau and Nipissing Road.

Heavy traffic so destroyed this road as to render certain repairs an absolute necessity, and which were commenced at Ashdown, and the road more or less improved to the North Seguin River, some ten or twelve miles. The sum at disposal was entirely too small to complete the work properly, but even the small outlay of about $300 is said to have very much improved it.

Rosseau Falls Road.

A short road from the Parry Sound Road to Rosseau Falls Mill and passing through lot 31, concession 2, in the Township of Cardwell. Length about three quarters of a mile.

Round Lake Road.

A road intended to connect the Stisted Road with Port Vernon Road: Three miles were made, commencing at the Stisted Road upon lot 15, concession 8 of McMurrich Township, and from thence south-easterly over lots 15 and 16, to the rear line of concession 7, and thence easterly to the side line of lots 5 and 6.

Ryerson Centre Road.

Two and a half miles of this road were opened in 1883, and three and a quarter miles this year. Work was begun on the 8th and 9th concession line at the road allowance between lots 5 and 6 of the Township of Ryerson; thence northerly on the last named road allowance to that between concessions 10 and 11; thence westerly on the concession line to the allowance for road between lots 10 and 11, and thence again northerly along the side line to the 12th and 23th concession line. It is an important road leading from the Rosseau and Nipissing Road to Burk's Falls, and the Northern and Pacific Junction Railway.

Seguin River Bridge.

This will be the third bridge built at the same crossing of the Seguin River, on the McDougall Road, the first and second having been destroyed by fire and flood respectively. The appropriation of $500 made at the last session is insufficient to complete the work, and I would, therefore, recommend the granting of such additional amount as may complete the same, which is now in hand, and to be finished during the winter.

South Armour Road.

A road in the southerly part of the Township of Armour, extending from Katrine easterly. The work this season commenced on lot 24, between concessions 2 and 3, the end of last year's operations, and was extended north-easterly over lots 25, 26, 27 and 28, terminating at lot 29, between concessions 4 and 5,—two and a quarter miles.

Stisted No. 2 Road,

Constructed from concession 10, on the road allowance between lots 10 and 11, northward through the Township of Stisted, there to meet the Cardwell Road. Nearly three miles ($2\frac{7}{8}$) of new road.

Stisted South Town Line Road.

This work was half-a-mile of crosswaying, opposite lots 24 and 25 of Stisted, which now fully opens the road.

Strong (*10 and 11 Con.*) Road.

The work here was opposite lots 10, 11 and 12, on the above-named concession line of Strong. It was of a very heavy nature, being low and soft, and requiring extensive ditching.

It leads into some fine land for a good settlement when the road is further opened.

Sundridge Road.

The principal work in this instance was the building of a bridge over the outlet of Stony Lake, on lot 29, in the 9th concession of Strong. The bridge cost somewhere about $75, and with the balance of the small grant the road was chopped out to the Distress River Road, at Sundridge.

Westphalia Road

Has been produced one and a quarter miles, the road being on the line between the 2nd and 3rd concessions of Gurd Township, and now ending, so far as the above work is concerned, at the line or road allowance between lots 5 and 6.

From this point, however, a winter road two miles long was made easterly on the same line, for the immediate accommodatien of some settlers who otherwise could not get out by any road.

Whitestone Valley Road.

This road was extended two miles westerly on the road allowance between the 2nd and 3rd concessions of McKenzie, and now ends on lot 30. Again, a road was made from about the line between lots 27 and 28, northerly half a mile, to connect with the old road or trail to Byng Inlet; and another piece of road was made in connection with this expenditure, namely, from lot 19 north-westerly to the 4th concession, where some settlers live who had no outlet; distance about one and a half miles. The Whitestone River on this line was bridged with a 40 feet span truss, and total length of 99 feet.

EAST DIVISION.

Addington Road.

Repaired from near Massanoga Lake northward five miles, and from lot 20, concession 11, Lyndoch, southerly three miles; in all eight miles of repairs.

Algona (*9th Con.*) Road.

Work begun on lot 27, concession 9, South Algcna, and extended to the west boundary of the township, about two miles. Another mile of a winter road was chopped out to enable settlers to reach Brudenel, their market.

Alice (*20th and 21st Side Line*) Road.

This season's work is through the 1st and 2nd concessions—a mile and a quarter of road built.

Anstruther Road.

This road was cut out last year to connect with the Burleigh Road on lot 12, concession 4, of Cardiff.

This year's operations consisted in the further improvement of the same, beginning at the Burleigh Road and ending on lot 38, concession 18 of Anstruther, about five miles.

A bridge over Eel Creek on this road, which was built by the settlers, is unsafe, and should be renewed. Its estimated cost is $300 to $350.

"B" Line Alice Road.

Owing to a reported difficulty in connection with the location of this road, the work was stopped after an expense of $10 had been incurred.

Bancroft Road.

A road cut out last season, and this year further improved over a length of five and a half miles, making it a passable waggon road. Its position is given in the report of the previous year.

Barrie Road.

This appropriation was for the purpose of covering a long swamp which remained unfinished at the close of last season. The extent of the work is nearly one mile of leveling and crosswaying, and opens the whole road for travel.

Bell's Rapids Road.

This road leaves the Peterson Road about five miles west of Combermere, and extends from thence northerly.

One and a half miles of its length was repaired, improving the road very much.

Bobcaygeon Road.

Repairs begun at the north boundary of Harvey and continued south two miles Some other repairs were made about four miles north of the aforesaid boundary, on what is known as "Limestone Hill."

Buckhorn Road.

Seven miles repaired, beginning about one mile south of the north boundary of Harvey, and extending into the Township of Cavendish.

Burleigh Road.

Repaired from its intersection with the Monck Road to Anstruther Road, about five miles.

Bushkong Bridge.

Built at the "Narrows" of Bushkong Lake, on the Peterson Road, and having a total length of 670 feet. The main span is 66 feet, with a second of 38 feet, the balance being trestle work, and represented by the Inspector as a good and solid structure.

Callender Station Road.

This road, as intimated in last year's report, is on the road allowance between concessions 8 and 9 of Bonfield.

This year the work was continued to the line between lots 25 and 26, one and a quarter miles, and portions of that built last year repaired.

Carlow Road.

A continuation of last year's work, and completion of a general deviation begun three years ago; and the road is now, for its length of twelve miles from Combermere to York River, practically level, and with some further small repairs will be a fair road throughout. One mile of construction is the work accomplished, which includes a 50 feet bridge and 18 culverts.

Chandos Road.

Four miles of repairs made; the work being on the boundary between the Townships of Chandos and Wollaston. It was built about fourteen years ago, and, after the outlay upon it from time to time, is now reported in a good state of repair throughout.

Cobden and Eganville Road.

Repaired from half a mile east of Eganville three miles in the direction of Cobden; a portion reported as having been almost impassable before the improvements were made.

Coe Hill and Ridge Road.

This road or roads is through the Township of Wollaston, extending from its north limit southerly and approximately on the line between lots 15 and 16, to the 8th and 9th concession line, and from thence diagonally through the lots ending on lot 19, concession 2. Total length repaired ten miles, and well reported of.

Constant Creek Bridge.

Built over Constant Creek, near Ferguson Lake, in South Renfrew, and comprised of nine piers with openings of 22 feet, and total length of 308 feet.

District Line and Douglas Road.

This road is on the town line between Wilberforce and Bromley. One and a quarter miles received repairs and three quarters of a mile was made anew, the work beginning between lots 14 and 15, and ending two miles south.

Donegal Road.

Leaves the Eganville and Foy Road on the line between concessions 18 and 19 of the Township of Grattan, and is constructed from thence southerly on the road allowance between lots 30 and 31. One and a half miles of repairs made this season.

Dungannon Road.

As in the case of the Bancroft Road before referred to, this was farther improved over what last year was only made a winter road. The settlers gave some gratuitous labor to enable the Overseer to finish his work of repairing three miles.

Eganville and Algona Road.

Two and a half miles of repairs made, beginning at Killaloe at lot 7, concession 3 of Hagarty, and ending at the east boundary of the township.

Eganville and Round Lake Road.

Work commenced on lot 31, concession 10, of Wilberforce, which was the end of last year's work, and was extended in the direction of Eganville two and a half miles.

Frontenac Road and Bridge.

The road was repaired from Gull Lake northward four miles, and the Mississippi River was bridged with a structure 153 feet long, having a main span of 32 feet, and built about 12 feet high above the river.

Golden Lake Road

Lies between the townships of South Algona and Hagarty, and was repaired over three miles.

Gower Point and Westmeath Road.

This road is situated in the Township of Westmeath, and extends from the village bearing the name of the township, on the Ottawa River, to Lapars, a distance of six miles, which was repaired throughout.

Grattan *(21 and 22 Con.)* Road.

This work is from lot 33 easterly on the above concession line, one mile. A heavy swamp on lot 33 made the work somewhat expensive.

Grattan and Clontarf Road.

This road is described as commencing on lot 21, in concession 17 of Grattan, and extending from thence south-westerly, passing through lot 28 in concession 14, and intersecting the Opeongo Road on lot 62 of the "Road Survey," a total length of seven miles; of which five and a half were repairs and the balance construction. It is now said to be in a good state of repair throughout.

Hagarty and Killaloe Road.

Two miles of repairs from lot number 7, concession 3, of the Township of Hagarty, westerly.

Hastings Road.

Repaired from Maynooth northerly twelve miles, including a deviation two miles long.

Indian River Bridge,

Over Indian River, on lot 25, concession 7, Township of Alice, is 105 feet long, with main span of 40 feet resting on piers about 22 feet high.

Jones' Falls and Battersea Road.

This road, which was first repaired last year by the Goverment, as set forth in the report, was this season very permanently improved through three miles of a somewhat rough and broken country.

The work was begun in the Township of Crosby, and extended into Storrington, to a point about ten miles north-east of Battersea.

Lavant Road.

Repairs were made from the east boundary of Lavant Township westerly, six miles. The road was also extended east two and a half miles from the boundary between Lavant and Lanark, beginning at lot 1, concession 4 of Darling. This latter portion was partially made two years ago.

Lonsdale and Bridgewater Road.

In the Township of Tyendenega, work was commenced at the line between concessions 7 and 8, and extended northward between lots 30 and 31 to the line between concessions 8 and 9; thence easterly on the last-named line to that between lots 33 and 34; and from thence again northward between the last mentioned lots to the 10th concession, a distance altogether of four miles, of which one mile was entirely new and the balance repairs to a road previously chopped out. Again, in Hungerford, beginning at lot 34 in the 3rd concession, and near the south end of the lot, the road was constructed northward on the said lot to the line between concessions 3 and 4; and a third portion was built on the boundary line between Hungerford and Sheffield, from where the 5th concession line of Hungerford intersects, northward one mile, thus making two and three quarter miles of road constructed and three miles repaired.

The County Council of Hastings contributed $200 towards the portions built and improved in the Township of Tyendenega.

Mattawa and Temiscamingue Road.

Three and a half miles built from the end of last year's work northerly, along the south side of the Ottawa River.

Methuen Road.

The portion wrought over, and which previously had been a lumber road, was between the north side of the Chandos Road and Crow River on lot 31, concession 9, of the Township of Chandos—four miles altogether.

Mississippi Road.

Six miles repaired from its junction with the Frontenac Road southerly.

Mississippi and Addington Road.

A road about three miles long, built in 1882 to avoid a very bad hill—"Eagle Hill."

The whole distance was this season well repaired.

Mississippi and Frontenac Junction Road.

Repairs upon one mile of the road, southerly from the bridge over the Mississippi River.

Monck Road.

Fourteen miles repaired from the Hastings Road westerly.

Monteagle Road.

Upon the Monteagle Road proper, four miles were constructed from lot No. 12, concession 6, of Monteagle, south-westerly to lot No. 20, concession 15 of Dungannon; and upon what is generally known as the Bartlett Road, four and a half miles of repairs were made.

Moore's Falls Bridge.

Some necessary repairs in order to insure safety to those using it.

It is on the Cameron Road, at Moore's Falls Post Office, County of Victoria.

McCool's Road.

Eight miles constructed cheaply for winter travel only, the road being in the Townships of Papineau and Calvin, and described as follows: Commencing at lot 20, concession 14, of Papineau, about a mile and a half north-west of Mattawa Village; thence westerly to lot 23, in the said concession; thence on the 13th concession line to the east boundary of Calvin; thence on the 4th concession line of Calvin to lot number 7.

North Bay and Temiscamingue Road.

This highway was commenced last year and made through concessions D and C of Widdifield, and not through concession B, as in error stated in the former report.

This season it was made through lots 20 and 19 of concession B, to the original post between lots 18 and 19 on the line between concessions A and B, from whence it is made on the latter line easterly to that between lots 17 and 18, and from thence north between the said lots 17 and 18 to about the centre of concession A, a length this year of two and three-quarter miles.

In addition, the portion previously constructed was repaired throughout, making now in all about four and a half miles of first rate road.

The construction of this road has induced a number of settlers to occupy the lands traversed, and farms are taken up a considerable distance in advance of the road, under expectation of its further production.

A location has been made through the surveyed township north of Widdifield, and the prevailing opinion is that a continuation of the road northward would develop a quantity of good farming land.

Opeongo Road.

Twenty-seven miles repaired in four different sections, namely: From Shamrock easterly, five miles; from one and a half miles west of D'Acre, eight miles; from Brudenel westerly, seven and a half miles, and from "Foy's" easterly, six and a half miles.

Opeongo and South Algona Road.

This work, which may be called construction, as but a small portion had been previously partially opened, was commenced at the Opeongo Road, between lots 5 and 6, concession 11, of Brudenel, and the road made from thence northerly along the said line between lots 5 and 6 to the 12th concession line, and from thence east on the last mentioned line to the boundary between Brudenel and South Algona, two and a half miles.

Opinicon Road

Is upon the west side of Opinicon Lake, and passes through the Township of Bedford and a portion of South Crosby to Chaffey's Locks. Three miles of its length were repaired, which completes the concession work contemplated.

Some 400 feet of the road in Bedford is flooded by the waters of Rideau Canal, which it is believed the Dominion Government will raise and repair.

In addition to the foregoing, repairs were made on the road lying between Loughboro' Lake and "Stones," extending over one and a half miles.

Pacific Junction and North Bay Road.

This is the road allowance between concessions 14 and 15 of Ferris Township. The portion chopped out as a winter road is between the railway and Lake Nipissing, a mile and a half.

Palmer Rapids Road.

Originally an old lumber road between the Peterson Branch Road and Palmer Rapids in the Township of Raglan, leaving the Peterson Branch Road about six miles east of Combemere. It was improved this year along about three miles of its length.

Papineau Road.

Commencing on the Pembroke and Mattawa Road, about two miles south of the village of Mattawa. This road is made westerly on the line between lots 15 and 16, concession B, of the Township of Papineau, one mile.

Perrault Settlement Road.

Repairs made from the 11th concession of Grattan southerly, between lots 20 and 21, one and a quarter miles, and thence south-westerly to lot 27, concession 9, two miles, giving a total of three and a quarter miles of excellent work.

Peterson Road.

Repaired from Combermere westerly, two miles, and again from a point eight miles west of Combermere, three miles; total, five miles.

Peterson Branch Road.

The road between Brudenel and Combermere was repaired over its entire length of fourteen miles, excepting the first mile from Combermere on the Madawaska River.

Petewawa Road.

A short road in the township of Petewawa, between lots 15 and 16, and through the 6th and 7th concessions; length, a mile and a quarter.

Petewawa Bridge.

The reconstruction of this bridge was begun last year, as then reported, and this season fully completed, and is understood from the Inspector to be in every respect satisfactory, and built strictly in accordance with the plans prepared for it.

Point Alexander and Bass Lake Road.

This road is from the Pembroke and Mattawa Road, in the township of Rolph, and between lots 10 and 11, of concession B, extending westerly towards the Canadian Pacific Railway, at Bass Lake Station. One and a quarter miles constructed this season.

Scotch Bush Road.

Work begun at Richard's Mill, lot 8, concession 2, Grattan; thence northerly to lot 6, concession 5; two and a half miles of repairs.

Scotch Bush Junction Road.

Commences at the Douglas and Shamrock Road, on lot 24, concession 11, Admaston; thence westerly to lot 6, concession 7, in Township of Grattan; length three miles; repairs.

Scott Road.

Work begun at the boundary between Chandos and Wallaston, and extended to Paudash Creek; three miles repaired.

Shamrock and Douglas Road.

Repaired from intersection with Scotch Bush Junction Road, about lot 24, concession 11, Admaston. Southerly two and a half miles to lot 19, concession 12.

Sharbot Lake Road.

Constructed from lot 12, concession 1, to lot 7 in the same concession of the Township of Oso. This length of two miles was roughly chopped out last year.

Sheffield Road.

Five miles of this road repaired from the north boundary of Sheffield, lot 1, concession 14, northward to lot 10, concession 15.

Silver Lake Road.

This road is on the line between concessions 4 and 5, South Algona, and the work this season was its construction across lots 24, 25 and 26, three-quarters of a mile through a beaver meadow. Silver Creek was also bridged.

Stafford (*6th and 7th Line*) Road.

Work from the boundary between Stafford and Westmeath, westerly on the line mentioned above. It is two miles of repairs.

Stafford and Lake Dore Road.

This was but a trail prior to the present expenditure upon it. Its location is from lot 2, concession 5, Stafford, westerly, along the line between 2 and 3 to the west boundary of the Township, and thence in a north-westerly direction to Lake Dore, on lot 5, concession 17, Wilberforce, a distance of three miles.

Victoria Road.

Repaired from the Monck Road southerly to Talbot River, about nine miles.

Wilberforce (*15th and 16th Side Line*) Road.

A new short road on the road allowance between lots 15 and 16 of Wilberforce, from that between concessions 20 and 21, southerly, one mile made as a good waggon road.

Wilberforce (*19th Con.*) Road.

This work is from lot 31 to lot 34, both inclusive, and between the 19th and 20th concessions. One mile of expensive work.

Wilberforce (*25th and 26th Side Line*) Road.

This is a new piece of work two miles in length, extending between concessions 17 to 20, and upon the line indicated above.

Wollaston and Chandos Road.

The length of this road is about two and three quarter miles, which length was generally repaired throughout, at a cost of $200, of which sum the Counties of Hastings and Peterboro' contributed each $50, making the Departmental outlay but $100.

Wollaston and Faraday Road

Is on the boundary between the townships whose names the road bears, and was repaired and otherwise improved from the Hastings Road, westerly about six miles. A portion of the work was a deviation over lots 17, 18 and 19, in the first concession of Faraday, to avoid a hilly range.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS, 1885.

———	Cash.	Supplies.	Payments from Municipal and Dominion Grants, etc.	Total.
North Division.	$ c.	$ c.	$ c.	$ c.
Batchewaning ..... Road	766 25	239 00	1,039 05	2,044 30
Bruce Mines ..... do	10 00	.....	.....	10 00
Coffin ..... Roads	761 43	.....	.....	761 43
Coffin Additional ..... Road	987 87	.....	.....	987 87
Coyne's ..... do	748 54	263 57	.....	1,012 11
Day Mills and Bright ..... do	232 00	.....	.....	232 00
Galbraith ..... Bridge and Road	200 00	.....	.....	200 00
Garden River ..... Bridge	1,113 00	111 85	.....	1,224 85
Gladstone ..... Road	25 00	.....	.....	25 00
Gosse's Creek (balance of 1884) ..... Bridge	10 40	.....	.....	10 40
Goulais River (balance of 1884.) ..... do	39 00	.....	.....	39 00
Goulais River ..... do	50 00	.....	.....	50 00
Grand Portage ..... Road	900 16	138 39	3 10	1,041 65
Grand Portage (balance of 1884) ..... do	44 35	.....	.....	44 35
Great Northern ..... do	597 86	.....	.....	597 86
Inspection	200 00	.....	.....	200 00
do	181 14	.....	38 08	219 22
do	1,397 60	.....	35 00	1,432 60
do (balance of 1884)	100 00	.....	.....	100 00
Indian Peninsula ..... Road	1,005 37	.....	.....	1,005 37
Kaministiquia ..... Bridge	5,075 55	410 60	.....	5,486 15
Kirkwood (balance of 1884) ..... Road	4 31	.....	.....	4 31
Lake Shore ..... do	700 45	.....	.....	700 45
Lake Shore (balance of 1884) ..... do	3 14	.....	.....	3 14
Lefroy ..... do	436 80	.....	.....	436 80
Manitoulin Island ..... Roads	5,496 02	408 38	.....	5,904 40
Manitoulin Island (balance of 1884) ..... do	33 50	.....	.....	33 50
Mississaga ..... Road	840 09	.....	.....	840 09
Mississaga ..... Bridge	2,267 83	.....	.....	2,267 83
Neebing ..... Road	521 99	.....	.....	521 99
Oliver ..... Bridges	477 58	.....	.....	477 58
Otter Tail ..... Road and Bridges	280 55	.....	.....	280 55
Otter Tail (balance of 1884) ..... Road	80 00	.....	.....	80 00
Plummer, 6th Concession ..... Bridge	30 00	.....	.....	30 00
Port Finlay ..... Road	1,122 52	3 06	.....	1,125 58
Prince, 2nd Concession ..... do	151 47	.....	.....	151 47
Rabbit Mountain ..... do	4,750 00	505 28	15 52	5,270 80
Rainy River ..... do	2,018 39	408 50	.....	2,426 89
St. Joseph Island ..... Roads	2,322 25	328 41	.....	2,650 66
St. Joseph Island (balance of 1884) ..... do	120 07	.....	.....	120 07
South Branch Thessalon ..... Bridge	109 75	.....	.....	109 75
Thessalon, Lot 18 ..... do	25 00	.....	.....	25 00
Thessalon and Bright ..... Road	1,847 87	214 93	29 57	2,092 37
Thessalon and Bright (balance of 1884) ..... do	51 47	.....	.....	51 47
Thunder Bay (balance of 1884) ..... do	91 73	.....	.....	91 73
	38,228 30	3,031 97		
West Division.				
Alsace ..... Road	550 00	.....	54 80	604 80
Alsace (balance of 1884) ..... do	72 50	.....	.....	72 50
Axe Lake ..... do	643 07	3 80	8 10	654 97
Axe Lake (balance of 1884) ..... do	146 28	.....	.....	146 28
Baysville and Huntsville ..... do	610 87	12 44	9 35	632 66
Baysville and Huntsville (balance of 1884) ..... do	19 63	.....	.....	19 63
Boundary (Spence & Monteith) ..... do	450 00	.....	52 10	502 10
Brunel ..... do	469 67	11 26	.....	480 93
Burpee ..... do	730 53	137 69	.....	868 22
Carling (balance of 1884) ..... do	40 30	.....	.....	40 30
Cardwell Junction ..... do	700 00	.....	.....	700 00
Chaffey ..... do	501 96	.....	.....	501 96
Chaffey, 30 Side Line ..... do	491 92	1 47	3 02	496 41

SUMMARY OF EXPENDITURE, ETC.,—*Continued.*

———	Cash.	Supplies.	Payments from Municipal and Dominion Grants, etc.	Total.
WEST DIVISION—*Continued.*	$ c.	$ c.	$ c.	$ c.
Chisholm.....Road	835 21	150 58	12 05	997 84
Commanda Creek.....Bridge	50 00	.....	.....	50 00
Dalton and Washago.....Road	175 00	.....	.....	175 00
Distress River..... do	1,400 37	213 31	.....	1,613 68
Draper and Gravenhurst.....Bridge and Road	707 46	253 92	500 00	1,461 38
Eagle Lake.....Road	850 74	148 78	.....	999 52
Eagle Lake (balance of 1884)..... do	69 16	.....	.....	69 16
East River.....Bridges	301 48	.....	.....	301 48
Edgington.....Road	700 00	.....	.....	700 00
Fish Bay..... do	100 74	.....	.....	100 74
Golden Valley..... do	860 49	177 26	.....	1,037 75
Hagerman..... do	200 00	.....	.....	200 00
Himsworth..... do	888 47	138 53	.....	1,027 00
Inspection.....	30 00	.....	.....	30 00
do	1,804 61	17 39	.....	1,822 00
do (balance of 1884).....	191 45	.....	.....	191 45
Lake Joseph.....Road	106 50	.....	.....	106 50
Leg Lake..... do	114 00	.....	.....	114 00
Little Doe Lake..... do	306 51	.....	.....	306 51
Lount..... do	500 00	.....	.....	500 00
Macaulay..... do	502 76	.....	.....	502 76
Maganetawan..... do	838 77	157 82	26 35	1,022 94
Maganetawan (balance of 1884)..... do	83 74	.....	.....	83 74
Mecunoma..... do	200 33	.....	.....	200 33
Menzies.....Bridge	136 47	.....	.....	136 47
Mills.....Road	1,700 00	253 00	212 66	2,165 66
Mills (balance of 1884)..... do	47 32	.....	.....	47 32
Monteith and Perry..... do	1,890 87	297 55	19 01	2,207 43
Monteith and Perry (balance of 1884)..... do	1 87	.....	.....	1 87
Muskoka and Bobcaygeon (balance of 1884) ... do	35 00	.....	.....	35 00
Muskoka..... do	2,954 35	273 81	5 35	3,233 51
Musquosh and Long Point.....Roads	600 00	144 30	52 77	798 07
McMurrich (balance of 1884).....Road	36 28	.....	.....	36 28
Nipissing (account of 1884).....Bridge	12 79	.....	.....	12 79
Northern.....Road	565 00	.....	.....	565 00
Oka..... do	663 59	103 46	20 00	787 05
Parry Sound..... do	492 59	11 02	105 83	609 44
Port Sydney.....Bridge	1,295 00	44 55	.....	1,339 55
Poverty Bay and Ah-mic Lake.....Roads	625 05	.....	.....	625 05
Powassan.....Bridge	447 37	.....	.....	447 37
Rosseau and Nipissing.....Road	398 80	.....	.....	398 80
Rosseau and Nipissing (balance of 1884)..... do	268 74	.....	.....	268 74
Rosseau Falls..... do	225 00	15 34	.....	240 34
Round Lake..... do	470 00	4 62	43 84	518 46
Ryerson Centre..... do	1,028 19	157 20	.....	1,185 39
Seguin River.....Bridge	600 00	66 90	.....	666 90
South Armour.....Road	601 02	.....	1 15	602 17
South River (balance of 1884)..... do	50 34	.....	.....	50 34
Severn (balance of 1884).....Bridge	14 02	.....	.....	14 02
Stisted (balance of 1884).....Road	45 08	.....	.....	45 08
Stisted, No. 2..... do	581 11	10 12	.....	591 23
Stisted, South Town Line..... do	311 43	139 77	.....	451 20
Strong, 10th and 11th Concession ..... do	457 76	.....	.....	457 76
Sundridge..... do	100 00	.....	.....	100 00
Westphalia..... do	700 00	.....	.....	700 00
Whitestone Valley..... do	1,028 32	322 39	.....	1,350 71
	35,627 88	3,268 28		

SUMMARY OF EXPENDITURE, ETC.,—*Continued.*

———	Cash.	Supplies.	Payments from Municipal and Dominion Grants, etc.	Total.
EAST DIVISION.	$ c.	$ c.	$ c.	$ c.
Addington.....Road	1,019 17	132 40	16 00	1,167 57
Admaston (balance of 1884)..... do	14 23	.....	.....	14 23
Algona, 9th Concession ..... do	513 91	.....	.....	513 91
Alice, 20 and 21 Side Line..... do	314 40	.....	.....	314 40
Anstruther..... do	914 97	.....	.....	914 97
"B" Line, Alice..... do	10 00	.....	.....	10 00
Bancroft ..... do	201 98	.....	.....	201 98
Barrie ..... do	200 00	.....	.....	200 00
Bell's Rapids..... do	200 00	.....	.....	200 00
Bobcaygeon ..... do	405 11	.....	.....	405 11
Brudenel (balance of 1884)..... do	15 35	.....	.....	15 35
Buckhorn ..... do	400 11	.....	.....	400 11
Burleigh ..... do	399 61	.....	.....	399 61
Bushkong.....Bridge	942 30	148 13	15 41	1,105 84
Callender Station..... .....Road	502 02	.....	.....	502 02
Carlow..... do	200 00	188 00	16 62	404 62
Chandos ..... do	308 11	.....	.....	308 11
Cobden and Eganville ..... do	494 11	.....	6 00	500 11
Coe Hill and Ridge..... do	402 00	.....	.....	402 00
Constant Creek.....Bridge	695 25	.....	.....	695 25
District Line and Douglas.....Road	501 20	.....	4 20	505 40
Donegal..... do	400 00	.....	12 75	412 75
Douglas and Admaston (balance of 1884)..... do	31 18	.....	.....	31 18
Dungannon..... do	200 00	.....	.....	200 00
Eganville and Algona..... ..... do	462 78	.....	.....	462 78
Eganville and Foy (balance of 1884)..... do	18 55	.....	.....	18 55
Eganville and Round Lake..... do	498 10	.....	5 00	503 10
Frontenac.....Road and Bridge	450 00	.....	.....	450 00
Golden Lake.....Road	500 43	.....	.....	500 43
Gower Point and Westmeath..... do	547 15	.....	10 00	557 15
Grattan (balance of 1884)..... do	10 00	.....	.....	10 00
Grattan, 21st and 22nd Concession..... do	507 58	.....	2 10	509 68
Grattan and Clontarf ..... do	1,022 87	.....	16 30	1,039 17
Hagarty and Killaloe..... do	449 85	.....	2 00	451 85
Hastings..... do	475 00	.....	200 00	675 00
Indian River.....Bridge	400 00	.....	.....	400 00
Indian River (balance of 1884)..... do	23 00	.....	.....	23 00
Inspection (balance of 1884).....	122 35	.....	.....	122 35
do	1,697 00	.....	.....	1,697 00
Jones Falls and Battersea.....Road	502 52	.....	.....	502 52
Jones Falls and Battersea (balance of 1884).... do	34 55	.....	.....	34 55
Lavant..... do	965 00	.....	.....	965 00
Lonsdale and Bridgewater..... ..... do	450 00	.....	200 00	650 00
Mattawa (balance of 1884)..... .....Bridge	33 00	.....	.....	33 00
Mattawa and Temiscaminque .....Road	1,499 90	.....	.....	1,499 90
Methuen ..... do	325 33	.....	.....	325 33
Mississippi ..... do	872 60	44 70	20 25	937 55
Mississippi and Addington ..... do	282 02	.....	.....	282 02
Mississippi and Frontenac Junction ..... do	252 71	.....	.....	252 71
Monck ..... do	487 51	.....	42 00	529 51
Monck (balance of 1884)..... do	54 91	.....	.....	54 91
Monteagle..... do	500 00	.....	250 00	750 00
Moore's Falls.....Bridge	178 62	.....	.....	178 62
McCool's.....Road	504 19	.....	.....	504 19
Mud Creek (balance of 1884).....Bridge	296 37	.....	.....	296 37
North Bay and Temiscaminque.....Road	1,824 21	279 75	8 45	2,112 41
Opeongo..... do	2,436 67	.....	16 38	2,453 05
Opeongo and South Algona..... do	514 88	.....	10 00	524 88
Opinicon ..... do	903 85	.....	.....	903 85
Pacific Junction and North Bay..... do	166 35	.....	.....	166 35

SUMMARY OF EXPENDITURE, ETC.,—*Continued.*

	Cash.	Supplies.	Payments from Municipal and Dominion Grants, etc.	Total.
EAST DIVISION—*Continued.*	$ c.	$ c.	$ c.	$ c.
Palmer Rapids .....Road	497 83	....	5 00	502 83
Papineau..... do	492 36	.....	.....	492 36
Perrault Settlement (balance of 1884)..... do	20 26	.....	1 74	22 00
Perrault Settlement..... do	499 23	.....	12 05	511 28
Perth (balance of 1884)..... do	49 34	.....	.....	49 34
Peterson ..... do	306 72	21 90	.....	328 62
Peterson Branch..... do	374 90	.....	7 75	382 65
Petewawa ..... do	300 25	.....	.....	300 25
Petewawa.....Bridge	1,849 85	.....	.....	1,849 85
Pt. Alexander and Bass Lake .....Road	492 75	.....	.....	492 75
Pole Church (balance of 1884)..... do	66 62	.....	.....	66 62
Radcliffe (balance of 1884).. ..... do	43 54	.....	.....	43 54
Scotch Bush ... . do	506 10	.....	12 75	518 85
Scotch Bush Junction..... ..... do	505 00	.....	14 90	519 90
Scott..... do	230 47	.....	.....	230 47
Shamrock and Douglas..... do	339 00	.....	.....	339 00
Sharbot Lake..... do	521 64	.....	31 00	552 64
Sharbot Lake (balance of 1884) .... do	50 00	.....	.....	50 00
Sheffield ..... do	416 42	.....	.....	416 42
Snowdon and Minden (balance of 1884)..... do	68 23	.....	.....	68 23
Silver Lake..... do	499 77	....	5 00	504 77
Stafford, 6th and 7th Line..... do	300 78	.....	3 75	304 53
Stafford and Lake Dore ..... do	299 54	.....	10 50	310 04
Victoria..... do	498 67	.....	.....	498 67
Wilberforce, 15 and 16 Side Line..... do	300 00	.....	12 68	312 68
Wilberforce, 19th Concession..... do	501 28	.....	6 20	507 48
Wilberforce, 25 and 26 Side Line ..... do	478 60	.....	17 15	495 75
Wollaston and Chandos ..... do	100 00	.....	100 00	200 00
Wollaston and Faraday ..... do	300 00	.....	.....	300 00
	$40,464 01	$814 88	$3,379 89	$124,815 21

RECAPITULATION.

North Division.....	$38,228 30	$3,031 97	
West Division.....	35,627 88	3,268 28	
East Division.....	40,464 01	814 88	
Provincial Expenditure.....	.....	.....	$121,435 32

HENRY SMITH,
Supt. Col. Roads.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1885.

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO

FOR THE YEAR

1886.

Printed by Order of the Legislative Assembly.

Toronto:
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1887.

CONTENTS.

COMMISSIONER'S REPORT:— PAGE.

Sales—Crown Lands ..... v.
" Clergy Lands ..... v.
" Common School Lands ..... v.
" Grammar School Lands ..... v.
Revenue from Woods and Forests ..... vi.
Total Revenue ..... vi.
Expenditure ..... vi.
Woods and Forests ..... vi.
Fire Ranging ..... vi.
Free Grants ..... viii.
Crown Surveys ..... viii.
Municipal Surveys ..... ix.
Mineral Surveys ..... ix.
Colonization Roads ..... ix.

APPENDICES:—

No. 1. Return of Officers and Clerks in the Department 1
2. " Crown Land Agents 3
3. Statement of Land sold and amounts of sales and collections 4
4. " Gross collections 5
5. " Receipts considered as Special Funds 6
6. " Gross Disbursements 7
7. " Revenue from Woods and Forests 10
8. " Crown Timber Agents 11
9. " Timber and amounts accrued from dues, etc 12
10. Return of Locations, etc., under Free Grants Act 14
11. " Letters received and mailed 18
12. Statement of Municipal Surveys confirmed 19
13. " " ordered 20
14. " Crown Land Surveys completed 22
15. " " in progress 24
16. " Mineral Lands patented in unsurveyed territory 25
17. " Patents issued 27
18. " the Candidates who have passed Board of Examiners of Land Surveyors 28

SURVEYORS' REPORTS :— PAGE.

No. 19. County of Renfrew—Township of Head (Residue)..... 29
20. " " Maria " 30
21. District of Nipissing—Township of Broder..... 31
22. " " Deacon..... 33
23. " " Dill..... 34
24. " " French..... 35
25. " Outlines of Townships..... 36
26. District of Algoma, Township of Ermatinger..... 39
27. " " Grassett..... 40
28. " " Montgomery..... 41
29. " " Morgan..... 42
30. " " Otter..... 43
31. District of Thunder Bay, Base and Meridian Lines..... 44
32. " Township of Conmee..... 45
33. " " Marks..... 46
34. District of Rainy River—Exploration of Land lying north of Rainy River and Rainy Lake..... 48
35. REPORT ON COLONIZATION ROADS..... 52
North Division..... 53
West Division..... 58
East Division..... 65
Summary of Expenditure..... 75
Recapitulation..... 78

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO

FOR THE YEAR 1886.

To His Honour the Honourable JOHN BEVERLEY ROBINSON,
Lieutenant-Governor of the Province of Ontario:

MAY IT PLEASE YOUR HONOUR:

In accordance with the provisions of the Act for the Sale and Management of the Public Lands, I have the honour to submit the following report of the proceedings, transactions and affairs of this Department for the year ending on the 31st December, 1886.

CROWN LANDS.

There were sold during the year, 55,641 acres of Crown Lands. The sales amount to $50,169.65. The collections amounted $55,452.15. (*See Appendix No. 3, page 4.*

CLERGY LANDS.

The sales of Clergy Lands during the year aggregated a total of 1,788 acres. The sales amounted to $2,087.17. The collections amounted to $8,129.89. (*See Appendix No. 3, page 4.*)

COMMOM SCHOOL LANDS.

There were sold during the year 157¼ acres of the Common School Lands. The sales aggregate $685. The collections were $17,997.26. (*See Appendix No. 3, page 4.*)

GRAMMAR SCHOOL LANDS.

There were sold during the year 783 acres of these lands, The sales equalled $765,50. The collections on account of these lands amounted to $3,235.76. (*See Appendix No. 3, page 4.*)

REVENUE FROM WOODS AND FORESTS.

The accruals for timber dues, bonus, ground rents, etc., for the year 1886 amount to $742,029.64, and the total collections under same heads amount to $715,804.61.

TOTAL REVENUE.

The total collected from all sources during the year was $820,895.68.

EXPENDITURE.

The total expenditure of the Department for the year 1886, amounts to $259,564.51.

WOODS AND FORESTS.

The total collection during the year from Woods and Forests is $715,804.61, which includes $147,471.00 payment of bonuses on sale of timber berths of 22nd October, 1885, which became due in 1886. This sum being deducted leaves $568,333.61 as revenue proper from timber dues, ground rents, etc.

The amount collected is in excess of the collections of 1885, and of the estimated receipts for the year, and may fairly be taken as indicating that transactions in sawn lumber in 1886 have been of increased volume; that sales have been more readily effected, and on improved terms, as compared with the previous year.

The market for Square and Waney Pine has been dull during the season, sales of any importance being confined solely to the largest and finest timber, small sized and inferior pine being almost unsaleable except at greatly reduced prices; the opinion prevails that it would be in the interest of the country were operations in square timber for exportation abandoned.

For the year 1887, the forecast is an increase in the cut of saw-logs, and a diminution in the manufacture of Square and Waney Pine.

FIRE RANGING.

In my last report I referred to the anxiety the Department had had for some years to devise a means for preventing and suppressing bush fires, and for enforcing the provisions of the Fire Act. I pointed out that it had been determined to try the effect of placing a number of men, during the summer months, on the areas most exposed to fire, and with a view of giving the Licensees an interest, and some practical control, they had been invited to select the men who were to be so placed, in consideration of which, and the protection afforded their limits, it was arranged they should bear half the expenses of this scheme.

Last year, 1885, was the first year of the experiment which was found to work in a manner satisfactory to the Department as well as to the Licensees. Thirty-seven men were clothed with authority, instructed by the Department, and kept in the field during the summer months. Their presence was found to inculcate care on the part of the settlers and others, and a strong interest in the prevention of forest fires was kept alive, whilst the net expenses to the Province was under $4,000, a very small expenditure for

such important results. At the close of the season the Licensees and others were invited to express their views on the benefits derived, the advisablity of continuing the service, and to suggest any way in which they thought it could be improved. From all came expressions of satisfaction at the results achieved, requests that the service should be continued, and the only suggestions made were in the direction of increasing the number of men and extending the service over a wider area. The experiment having proved such a success, it was thought right to continue and extend it, and accordingly an additional sum was asked for, $8,000 being voted for 1886, as against $5,000 for 1885.

When the Licensees were invited to nominate their men for the season of 1886, it was found that the increased appropriation would not be sufficient to meet the pay of the number asked for; experience having shewn that suitable men could be procured at a lower rate of wages than had been paid, a slight reduction was made, notwithstanding which, the number asked for could not be supplied. Forty-five men were instructed and placed in the field this year at a total cost of $9,847.75, of which one-half has been refunded by the Licensees, leaving the net cost of the service to the Department to be $4,923.87. In addition to those under pay, the experiment was tried of clothing with authority some of the Forest Rangers of the Licensees, so as to make them *ex-officio* officers under the Fire Act, ready to act in an emergency or to bring offenders to justice.

The experience of last year has been repeated this; from all quarters come words of encouragement, satisfaction and commendation, together with requests for the continuance and extension of the service; the moral effect of the presence of Government officers in the bush has proved a check on carelessness, and the men having been selected with care, not a single instance of friction between them and the settlers has reached the ears of the Department.

There was a heavy fire on the Bonnechere River in the Ottawa country, and a number of incipient fires at other points; the Rangers were promptly on hand, secured help, and by strong organized efforts, fires which might have done great damage were checked and loss avoided. The Bonnechere fire was the most extensive in Eastern Ontario, but the statements made about its magnitude were greatly exaggerated, as the Fire Ranger on the limit reported the loss to be much smaller than it was stated to be. A serious fire was also reported in the Lake Superior country, which region is peculiarly exposed to fire, owing to the large number of mining prospectors who traverse it in every direction during the summer months, some of whom wantonly start fire prior to setting out to explore, so that the debris may be cleared off the surface of the rock and the veins exposed.

When the first fire district was proclaimed, settlement in the Lake Superior country was so sparse that no need for including it was seen, but recent experience has shewn the necessity for putting the Act in force there; accordingly, a new Fire District has been proclaimed, extending to the Western Boundary of the Province, and the Wood Rangers, Crown Lands Agents and other officials, supplied with Proclamations and copies of the Fire Act to be distributed and posted up, and instructed to prosecute all offenders to the utmost rigour of the law.

Owing to the immense extent of that country and the small number of Crown Land officials there, it was found quite impossible to cover the ground; the Department is pleased, however, to know that the amount of timber destroyed or damaged is nothing approaching what it was reported to be, and it is hoped that the Fire Ranging Service next year will be much more efficient in that region.

In view of the success of the experiment made in the direction of preventing such immense losses of timber by fires as have occurred in past years and the strong pressure to continue the service and make it more effective, the Department has determined to do so and extend it, which will necessitate an increased vote. It is confidently assumed, however, that any judicious expenditure in this direction will meet the approval of the Province at large.

FREE GRANTS.

There are 129 townships open for settlement under "The Free Grants and Homestead Act," no new townships having been added since my last report.

During the year just closed 1,149 locations were made on 162,734 acres of land, and 133 locatees purchased 5,474 acres. Owing to non-performance of the settlement duties 607 lots, located in former years, were resumed, and 706 patents were issued to locatees. (*See Appendix No. 10, pages 14 to 17.*)

Considerable settlement having taken place along the line of the Canadian Pacific Railway, west of Lake Nipissing, it was considered necessary for the convenience of the people to open a Crown Land Agency at Sudbury.

The Northern and Pacific Junction Railway, having recently been completed and opened for traffic from Gravenhurst to its junction with the Canadian Pacific at Thorncliffe; a considerable influx of settlers may be looked for during the coming year.

CROWN SURVEYS.

The undermentioned surveys have been performed during the year, that is to say, the residue of the Townships of Head and Maria, in the County of Renfrew, have been sub-divided into farm lots of 100 acres each; the Townships of Deacon and Fitzgerald, in the District of Nipissing, into farm lots of 100 acres each; the Townships of Broder, Dill and French into lots of 320 acres each; the Townships of Ermatinger, Grassett, Montgomery, Morgan and Otter, in the District of Algoma, into lots of 320 acres each; the Townships of Conmee, Marks and Strange, in the District of Thunder Bay, into lots of 320 acres each.

A base and meridian line extending eastwards from the Township of Pic, in the District of Thunder Bay, has also been laid down. The outlines of seven Townships at the head of Lake Temiscamingue, in the District of Nipissing, have also been run, the whole of which are reported to be good farming land, with a clay soil, level and free from stone throughout.

An exploration of the land lying north of Rainy River and Rainy Lake, in the District of Rainy River, has resulted in the discovery of at least 600,000 acres of a soil which cannot be excelled in any part of the Province.

The outlines of a number of timber berths, in the Districts of Algoma and Nipissing have been run.

Several minor surveys have been executed.

The returns of the above-named surveys have, so far as reeeived, been examined and closed.

The particulars in relation to these surveys will be found in *Appendices Nos. 14 and 15, pages 22, 23 and 24.*

The Surveyors' Reports in relation to the surveys will be found in *Appendices Nos. 19 to 34, pages 29 to 51*, inclusive.

MUNICIPAL SURVEYS.

Four municipal surveys have been confirmed, and five instructions for same issued during the year, consisting of survey of town line between Pelham and Gainsborough; part of Second Concession line in Delaware, and the planting of monuments at the angles of certain lots in the Townships of Enniskillen, Moore, Osprey, Otonabee and East Whitby.

The particulars relating to these surveys will be found in *Appendices Nos. 12 and 13, pages 19, 20 and 21.*

MINERAL SURVEYS.

Patents have been issued during the year for 8,277 acres of land for mining purposes, principally near White Fish Lake and Rabbit Mountain, in the District of Thunder Bay, the purchasers having furnished to the Department Surveyor's plans, field notes and descriptions of the survey of the locations, as required by the "General Mining Act." (*See Appendix No. 16, pages 25 and 26.*

A report on mining operations will appear in the Annual Report of the Bureau of Industries.

COLONIZATION ROADS.

The total expenditure upon the construction and repairs of Colonization Roads for the past year was $145,213.80. For details see Superintendent's Report, *Appendix No. 35, pages 52 to 78.*

Respectfully submitted,

T. B. PARDEE,
Commissioner of Crown Lands.

Department of Crown Lands,
Toronto, 31st December, 1886.

APPENDIX No. 1.

RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1886.

BRANCH.	Name.	Designation.	When appointed.	Salary per Annum.	Remarks.
				$ c.	
	Hon. T. B. Pardee	Commissioner	1873, December 4	4,000 00	
	Thos. H. Johnson	Assistant Commissioner	1869, August 21	2,800 00	
	George Kennedy	Law Clerk	1872, February 1	1,900 00	
	T. W. Gibson	Shorthand Writer and Clerk	1880, August 18	1,200 00	Resigned 31st July, 1886.
	J. I. McIntosh	do	1886, August 1	1,200 00	
Free Grants and Sales	A. Kirkwood	Chief Clerk	1854, March 21	1,800 00	
	J. M. Grant	Clerk	1860, May 12	1,300 00	
	J. J. Murphy	Clerk in charge of Free Grants	1872, May 1	1,200 00	
	P. Alma	Clerk	1871, August 1	1,000 00	
	Julian Sale	Clerk	1871, August 5	850 00	
	E. F. Stow	Clerk	1878, March 1	700 00	
Surveys, Patents and Roads	G. B. Kirkpatrick	Chief Clerk	1866, January 30	1,800 00	
	W. Revell	Clerk	1871, October 2	1,050 00	
	W. F. Lewis	Clerk	1872, February 5	850 00	
	E. Fox	Chief Clerk Patents	1857, September 28	1,400 00	
	A. J. Taylor	Clerk	1872, October 1	1,200 00	
	Hy. Smith	Superintendent of Colonization Roads	1881, January 1	1,800 00	
	C. Cashman	Clerk	1872, September 1	1,000 00	
Woods and Forests	G. B. Cowper	Chief Clerk	1857, October 14	,000 00	
	A. White	Clerk	1882, January 1	,800 00	
	J. A. G. Crozier	Clerk	1867, December 1	1,200 00	
	J. Durkin	Clerk	1884, August 22	1,100 00	
	H. R. Hardy	Clerk	1883, November 1	900 00	

APPENDIX No. 1.—*Continued.*

RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1886.

BRANCH.	Name.	Designation.	When appointed.	Salary per Annum.	Remarks.
				$ c.	
Accounts	D. G. Ross	Accountant	1861, April 15	1,600 00	
	R. H. Browne	Chief Clerk, Agents' returns	1862, May 14	1,300 00	
	C. P. Higgins	Clerk	1873, July 1	850 00	
	E. Leigh	Clerk	1873, December 20	850 00	
	J. Morphy	Registrar	1851, June 1	1,600 00	
	J. Bradshaw	Office Keeper	1852, March 27	500 00	
	A. Macdonald	Messenger	1862, May 19	550 00	
	R. Burroughes	Fireman	1868, June 1	550 00	
	D. Kinnan	Night Watchman	1873, September	460 00	

D. GEORGE ROSS,
Accountant.

T. B. PARDEE,
Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1886.

APPENDIX No. 2.

List of Crown Land Agents for the Disposal of Free Grants, 1886.

Name.	District or County.	Date of Appointment.	Salary per Annum.	REMARKS.
			$ c.	
Anderson, D	Part of Peterborough	1870, November 21	500 00	
Best, S. G	" Parry Sound District	1875, March 23	500 00	
Brown, C. P	" Algoma District	1872, June 25	500 00	
Cockburn, J. D	" Nipissing District	1884, May 21	500 00	Agent for sale of lands.
Day, J. F	" Algoma District	1875, July 19	500 00	
Dawson, G. W	" Frontenac and Addington	1882, February 17	500 00	
Duncan, A. G	St. Joseph Island	1883, December, 23	200 00	
Fielding, W	Part of Victoria	1882, February 23	500 00	
Frood, Th	" Algoma	1886, May 21	500 00	
Gilligan, B. J	" Nipissing District	1884, March 26	500 00	
Handy, E	" Parry Sound District	1879, January 3	500 00	
Kennedy, J. D	" Renfrew	1885, October 30	500 00	
Mackay, T	" Parry Sound District	1881, December 5	500 00	
Macpherson, R	" Frontenac	1871, July 18	500 00	Agent for sale of lands.
Margach, W	" Thunder Bay District	1886, August 31	250 00	
Nichols, W. L	" Algoma District	1885, August 27	500 00	
Reeves, J	" District of Nipissing	1872, February 12	500 00	
Scarlett, J. S	" Parry Sound District	1880, June 17	500 00	
Stewart, C. R	" Hastings	1882, May 1	500 00	
Tait, J. R	" Hastings	1869, May 28	500 00	
Taylor, T. C	" District of Muskoka	1881, December 15	500 00	
Whelan, J	" Renfrew	1884, September 19	500 00	
Wright, A	" Thunder Bay District	1875, May 5	500 00	

D. GEORGE ROSS,
Accountant.

T. B. PARDEE,
Commissioner

Department of Crown Lands,
Toronto, 31st December, 1886.

APPENDIX No. 3.

STATEMENT of Acres of Land Sold, Amount of Sales, and Amount of Collections for the Year, 1886.

SERVICE.	Acres Sold.	Amount of Sales.	Amount of Collections.
		$ c.	$ c.
Clergy Lands	1,788	2,087 18	8,129 89
Crown Lands	55,641	50,169 65	55,452 15
Common School Lands	157¼	685 00	17,997 26
Grammar School Lands	783	765 50	3,235 76
Total	58,369¼	53,707 33	84,815 06

T. B. PARDEE,
Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1886.

APPENDIX No. 4.

STATEMENT of the Gross Collections of the Department of Crown Lands for the year 1886.

SERVICE.		$ cts.	$ cts.
Land Collections.			
Crown Lands		55,452 15	
Clergy Lands		8,129 89	
Common School Lands		17,997 26	
Grammar School Lands		3,235 76	
Rent		76 00	
In Suspense		11,526 04	
			96,417 10
Woods and Forests.			
Timber Dues		516,377 68	
Ground Rent		42,961 50	
Bonus		156,458 55	
In Suspense		6 88	
			715,804 61
Casual Fees		524 95	
Surveyors' Fees		180 00	
			704 95
Inspections	Refund	723 78	
Surveys	do	657 70	
Destitute Settlers	do	578 22	
Settlers' Homestead	do	272 65	
Colonization Roads	do	737 15	
Fire Prevention	do	4,999 52	
			7,969 02
			820,895 68

D. GEORGE ROSS,
Accountant.

T. B. PARDEE,
Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO.

APPENDIX No. 5.

STATEMENT of the Receipts of the Department of Crown Lands for the year 1886, which are considered as Special Funds.

SERVICE.	$ cts.	$ cts.
Clergy Lands.		
Principal	5,067 30	
Interest	3,062 59	8,129 89
Common School Lands.		
Principal	8,073 10	
Interest	9,924 16	17,997 26
Grammar School Lands.		
Principal	2,192 70	
Interest	1,043 08	3,235 78
		29,362 93

D. GEORGE ROSS,
Accountant.

T. B. PARDEE,
Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO.

APPENDIX No. 6.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1886.

SERVICE.	$ c.	$ c.	$ c.
AGENTS' SALARIES AND DISBURSEMENTS.			
Salaries.—Land.			
Anderson, D.	500 00		
Best, S. G.	500 00		
Brown, C. P.	500 00		
Cockburn, J. D.	500 00		
Dawson, G. W.	500 00		
Duncan, A. G.	200 00		
Day, J. F.	500 00		
Fielding, W.	500 00		
Frood, F.	306 94		
Handy, E.	500 00		
Gilligan, B. J.	500 00		
Kennedy, J. D.	500 00		
Mackay, T.	500 00		
Macpherson, R.	500 00		
Nichols, W. L.	577 00		
Margach, W.	83 00		
Reeves, J.	500 00		
Scarlett, J. S.	500 00		
Stewart, C. R.	500 00		
Tait, J. R.	500 00		
Taylor, T. C.	500 00		
Whelan, J.	500 00		
Wright, A.	333 33		
		10,500 27	
Salaries.—Timber.			
Campbell, P. C.	1,600 00		
Johnson, T. E.	1,600 00		
Macdonald, W. J.	250 00		
Margach, W.	1,000 00		
McWilliams, J. B.	2,000 00		
Tasse, D.	100 00		
Way, J. F.	1,440 00		
		7,990 00	
Agents' Disbursements.			
Anderson, D.	16 89		
Best, S. G.	47 56		
Brown, C. P.	10 37		
Campbell, P. C.	210 57		
Cockburn, J. D.	65 82		
Dawson, G. W.	15 58		
Duncan, A. G.	4 64		
Day, J. F.	26 64		
Fielding, W.	16 80		
Frood, F.	3 17		
Handy, E.	38 56		
Gilligan, B. J.	5 64		
Johnson, T. E.	141 50		
Kennedy, J. D.	5 75		
Mackey, T.	14 56		
Macpherson, R.	48 88		
Margach, W.	329 20		
McWilliams, J. B.	287 74		
Nichols, W. L.	33 97		
Poupore, J.	26 23		
Reeves, J.	30 50		
Scarlett, J. S.	31 95		
Stewart, C. R.	14 75		
Tait, J. R.	11 30		
Taylor, T. C.	75 37		
Whelan, J.	8 21		
Wright, A.	23 50		
Way, J. F.	122 98		
		1,668 63	

APPENDIX No. 6.—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1886.

SERVICE.	$ c.	$ c.	$ c.
Miscellaneous.			
Bick, G., inspecting	11 25		
Burst, D. E., do	62 00		
Paget, G. do	20 00		
Macdonald, D. F., inspecting	80 00		
Shaw, J., collecting accounts	100 46		
Browne, B., travelling expenses	10 00		
Cowper, G. B., do	11 50		
Kennedy, G. do	3 00		
Russell, A. J. do	27 70		
White, A. do	156 63		
		482 54	
			20,641 44
Wood Ranging.			
Brady, J		710 00	
Brennan, P		595 00	
Bick, G		1,047 93	
Campbell, R. A		425 00	
Dulmage, A. F		1,290 00	
Halliday, F		1,061 00	
Halliday, J		710 00	
Johnson, S. M		1,613 07	
Kennedy, J		633 20	
Ludgate, T		1,125 20	
Margach, W		1,102 55	
Macdonald, D. F		697 90	
Moore, D. H		1,102 55	
McCogherty, P		595 00	
McGown, W		680 00	
Paget, G		1,190 25	
Russell, W		1,608 86	
Shaw, J		1,263 12	
Smith, J. W		1,023 00	
Turgeon, J. B		590 00	
Wood, D		99 00	
			19,072 08
Timber Inspections.			
Bick, G		111 75	
Galbraith, W		15 00	
Kennedy, J		141 28	
Macdonald, D. F		564 36	
McGown, T		212 13	
Shaw, J		35 10	
			1,079 62
Forest Fire Prevention.			
Assaut, T		156 00	
Barr, S		176 00	
Bellingham, S		202 00	
Boland, W		235 25	
Borrow, E		246 00	
Bradley, P		128 50	
Bremner, W		210 00	
Brewer, C. E		206 00	
Bromley, T		262 00	
Campbell, D		242 00	
Campbell, R. A		206 00	
Coglin, J		188 00	
Conway, J		246 00	
Delaire, L		184 00	
Donnelly, P		174 00	
Donnelly, R. S		324 00	
Feeney, J		154 00	
Garvey, P		348 00	

APPENDIX No. 6.—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1886.

SERVICE.	$ c.	$ c.	$ c.
Forest Fire Prevention—Continued.			
Guertin, J.		254 00	
Haley, C.		238 00	
Hamilton, G. H.		256 00	
Hoskins, J.		240 25	
Henessy, M.		150 00	
Humphrey, J. G.		219 00	
Johnson, E.		279 00	
Labrash, J.		176 00	
Love, R.		55 75	
Mackey, W. C.		156 00	
Mitchell, J.		250 00	
Mohr, G. T.		177 00	
Mulharn, B.		174 00	
McCallum, A.		210 00	
McDonell, A.		271 00	
McEwan, J.		31 00	
McFarlan, J.		190 00	
McLaren, F		246 00	
McNab, W. C		254 00	
Parcher, A.		262 00	
Playfair, E.		240 00	
Porter, J.		252 00	
Sage, N.		207 00	
Scantlin, J.		102 00	
Thomson, F. N.		345 00	
Whyte, J. S.		372 00	
Wickware, A. P		179 00	
Wyllie, W. A.		174 00	
			9,847 75
Refunds			8,548 37
Colonization Roads			145,893 80
Surveys			45,454 49
Board of Surveyors			400 00
Contingencies.			
Printing and Binding		1,323 45	
Stationery		1,401 99	
Postage and Telegraphing		1,176 19	
Extra Clerks		1,790 00	
Fireman		550 50	
Office-keeper		500 00	
Messenger		550 50	
Night Watchman		462 50	
Subscriptions and Advertising		593 67	
Sundries		278 16	
			8,626 96
			259,564 51

T. B. PARDEE,
Commssioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO.

APPENDIX No. 7.

Woods and Forests.

Statement of Revenue Collected during the Year ending 31st December, 1886.

	$ c.	$ c.
Amount of Ottawa collections, John Poupore	224,984 41	
" " H. J. Chaloner	17,796 92	242,781 33
Amount of Belleville collections, J. F. Way	82,699 82	82,699 82
Amount of Western Timber District collections at Department	352,944 68	
" " " " H. J. Chaloner	37,378 78	390,323 46
Total		715,804 61

T. B. PARDEE,
Commissioner.

G. B. COWPER,
Chief Clerk in Charge.

Department of Crown Lands,
Woods and Forests Branch,
Toronto, 31st December, 1886.

APPENDIX No. 8.

List of Crown Timber Agents in the Province of Ontario, their Assistants, Names of Territories, Residences, Dates of Appointments, and Salary allowed to each for his services, during the year ending 31st December, 1886.

Names of Territories.	Names of Agents and Assistants.	Residence.	Date of Appointment.	Salary per Annum up to 1st July, '73.	Salary per Annum from 1st July, '73.	Remarks.
				$ c.	$ c.	
Upper Ottawa	John Poupore	Ottawa City				The Crown Timber Office, Ottawa, acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada, in the collection of slide dues; the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	C. S. McNutt, Assistant	"	1858, April 13.	1,400 00	1,800 00	
	J. Ritchie, Clerk	"	1864, June 23	1,000 00	1,400 00	
	A. J. Russell, jr., Draughtsman	"	1867, April 1	700 00	1,200 00	
	E. T. Smith, Clerk	"	1864, June 23	650 00	1,000 00	
	J. Jackson, Messenger	"	1871, August 1	300 00	300 00	
	W. J. Macdonald, Deputy Slide Master and Chief Timber Counter.	"	1882, August 18		*	Additional to his salary from the Department of Public Works, Ottawa.
	James Steen, Timber Counter	"	1861, May 27	$2 per diem.	$2 per diem.	During season of Navigation.
	John Redmond, Assistant, and Boatman	"	1872, March 1	"	"	" "
Belleville Agency	Joseph F. Way, Agent	Belleville	1854, May 6	1,440 00	1,440 00	
Collector at Quebec	H. J. Chaloner, Acting Agent	Quebec				The remarks in connection with the Crown Timber Office at Ottawa respecting salaries, apply to the Collector's Office at Quebec.
	Henry John Miller, Assistant	"	1883, September 13		1,200 00	
	William Miller, Clerk	"	1872, November 7	1,000 00	1,000 00	

*The Local Governments of Ontario and Quebec have each paid Deputy Slide-master up to the 31st December, 1883, $150 per annum in addition to the amount paid by Public Works. Allowance by the Provincial Governments increased to $250 each, per annum, from 1st January, 1884

G. B. COWPER, Chief Clerk in Charge.

T. B. PARDEE, Commissioner.

Department of Crown Lands, Woods and Forests Branch,
Toronto, 31st December, 1886.

APPENDIX

WOODS AND

STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

QUANTITIES AND DESCRIP

AGENCIES.	Area covered by Timber Licenses.	Saw Logs. (A Standard is 200 feet B. M.)				Oar Logs.
		White Pine.		Other.		
	Square miles.	Pieces.	Standards.	Pieces.	Standards.	Pieces.
Ottawa Timber District ..	6,778	1,959,863	1,306,178	14,471	6,804	50
Belleville Timber District.	1,907	1,051,966	549,338	40,459	12,304	.....
Western Timber District..	9,801	1,345,748	819,003	1,607	548	.....
Total	18,486	4,357,577	2,674,519	56,537	19,656	50

GENERAL STATEMENT OF

AGENCIES.	Railway Ties.	Hemlock.		Cordwood.		Telegraph Poles.
	Pieces.	Pieces.	Feet.	Hard. Cords	Soft. Cords.	No.
Ottawa Timber District	30,677	6	273	243	4036	1,387
Belleville Timber District	28,600	46	2267	53	.....	.....
Western Timber District.....	911,989	.....	.....	19,244	2815	.....
Total	971,266	52	2540	19,540	6851	1,387

G. B. COWPER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,
Toronto, 31st December, 1886.

No. 9.

FORESTS.

Rent and Bonus, during the year ending 31st December, 1886.

TION OF TIMBER.

Square Timber.				Boom and Dimension Timber.		Elm, Ash, Spruce and White Wood.		Oak.		Tamarac.	
White Pine.		Red Pine.									
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Standards.	Pieces.	Feet.	Pieces	Feet.	Pieces	Feet.
33,383	1,618,621	4,400	175,394	82,491	87,957	S. White Wood 11 55 E. 464 A. 167	282 2,453 18,592 5,350	.....	.....	171	5,075
1,591	81,488	.....	.....	25,157	26,113	E. 35 A. 65	1,204 2,372	10	293	6	222
57,251	3,209,867	285	15,065	20,897	33,215	A. 116 E. 240	3,990 7,199	27	838	16	552
92,225	4,909,976	4,685	190,459	128,545	147,285	S. White Wood 11 55 E. 739 A. 348	282 2,453 26,995 11,712	37	1,131	193	5,849

TIMBER, Etc.—*Continued.*

Traverses.	Lineal feet Cedar.	Cedar Posts.	Cords Bolts.	Spiles.	Amounts Accrued.				
Pieces.	Feet.	Cords	No.	No.	Interest, Trespass, etc.	Timber Dues.	Ground Rent.	Bonus.	Total.
					$ c.	$ c.	$ c.	$ c.	$ c.
2,063	137,148	28	209	... ..	383 17	235,493 66	16,584 28	8 00	252,469 11
.....	420,737	2,956	.....	.....	477 78	92,099 48	3,762 00	10 80	96,350 06
.....	.....	4	4,914	18,650	9,322 73	210,167 24	24,707 50	149,013 00	393,210 47
2,063	557,885	2,988	5,123	18,650	10,183 68	537,760 38	45,053 78	149,031 80	742,029 64

T. B. PARDEE,
Commissioner.

APPENDIX No. 10.

RETURN of the number of locatees and of acres located, of purchasers and of acres sold; of lots resumed for non-performance of e settlement duties; and of patents issued, under the "Free Grants and Homesteads Act," during the year 1886.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of Cancellations.	Number of Patents.
Baxter	Muskoka	T. C. Taylor, Bracebridge	7	1,064				
Brunel			4	600			5	10
Chaffey			10	1,087	2	190	6	16
Draper			7	730			5	4
Franklin			6	882	1	4	6	14
Macaulay								3
Medora			10	1,303	1	16	15	13
Monck								3
Morrison			5	763			4	3
Muskoka			7	935			6	2
McLean			3	447				7
Oakley			11	1,610			13	13
Ridout			3	232			5	4
Ryde			9	1,006	1	55	7	11
Sinclair			18	2,959	1	200	10	19
Sherborne			2	406	1	23		1
Stephenson			2	255			4	7
Stisted			5	756	1	4	5	23
Watt			7	628			4	12
Wood			17	2,629	2	24	4	1
Cardwell	Parry Sound	Mrs. T. MacKay, Parry Sound	17	2,517	1	100	14	6
Carling			7	969	1	116	8	3
Christie			2	396			3	1
Fergusson			2	288			2	1
Foley			2	175				5
Hagerman			3	474			1	6
Humphry			12	1,863	1	86	9	1
Monteith			14	2,297			18	7
McConkey			3	397			2	
McDougall			4	686			9	2
McKenzie			3	359	1	67	3	10
McKellar			8	1,332			9	4
Shawanaga			1	153			4	
Wilson								2

Chapman			3	394			1	7
Croft			5	450				6
Ferrie								1
Gurd			12	2,213	4	124	3	3
Lount			15	2,280	1	9	3	6
Machar	Parry Sound	S. G. Best, Maganetawan	18	2,995	3	16	2	12
Mills			12	2,193				2
Pringle			7	1,315	1	28		
Ryerson			8	1,063			4	12
Spence			10	1,169			3	14
Strong			16	1,885	5	251	6	17
Armour			17	2,157	4	100	17	29
Bethune			13	2,173	3	268	10	8
Joly			45	8,139	11	21	26	8
McMurrich	Parry Sound	E. Handy, Emsdale	12	1,935	4	28	12	19
Perry			14	1,820	1	45	13	24
Proudfoot			10	1,693	4	4	7	1
Hardy								
Himsworth			59	11,320	9	774	23	26
Laurier	Parry Sound	J. S. Scarlett, Nipissing	27	5,039			6	
Nipissing			28	4,694	2	63	17	8
Patterson			2	406	1	6		3
Anson								1
Glamorgan			7	731	2	129	3	9
Hindon			3	362			2	2
Lutterworth	Haliburton	Wm. Fielding, Minden	7	746			3	7
Minden			5	591			2	7
Stanhope			3	162			3	12
Snowdon			12	1,645	1	86	7	9
Anstruther	Peterboro'							4
Chandos	do	D. Anderson, Apsley	7	846	1	46	4	13
Cardiff	Haliburton		12	1,577			9	11
Monmouth	do		14	2,070			9	9
Galway	Peterboro'		9	1,098			5	4
Bangor	Hastings	C. R. Stewart, Haliburton	5	674	1	6		1
McClure	do		2	277				
Wicklow	do		1	199				1
Carlow			2	293			2	5
Cashel			5	694	1	99	1	2
Dungannon			7	878	1	4	3	4
Faraday			19	3,008	1	9	13	3
Herschel	Hastings	J. R. Tait, L'Amable	15	2,145			7	5
Limerick			15	1,535	1	29	9	4
Mayo			2	250			1	4
Monteagle			9	1,123	1	10	3	4
Wollaston			20	2,410	2	9	11	6

RETURN of the number of locatees and of acres located, etc.

TOWNSHIP.	District or County.	Agent.	Number of persons located.	Number of acres located.	Number of purchases.	Number of acres sold.	Number of cancellations.	Number of patents.
Abinger	Addington	G. W. Dawson, Plevna	4	600	.....	.....	2	2
Denbigh	do		16	2416	9	24	4	2
Canonto, South	Frontenac		4	547	2	117	3	.....
do North	do		.....	.....	.....	.....	.....	.....
Clarendon	do		16	2046	3	19	10	8
Miller	do		.....	.....	.....	.....	.....	.....
Palmerston	do		8	1067	1	3	4	8
Algona, North	Renfrew	James Reeves, Eganville	.....	.....	.....	.....	.....	1
do South			13	1470	4	272	5	7
Brougham			1	97	.....	.....	1	2
Grattan			12	1738	7	431	3	5
Hagarty			11	1308	2	2	7	7
Richards			.....	.....	.....	.....	.....	.....
Wilberforce			4	295	4	249	3	12
Brudenell	Renfrew	John Whelan, Brudenell	13	1422	1	27	9	9
Griffith			2	191	.....	.....	1	.....
Lyndoch			5	507	.....	.....	1	1
Matawatchan			7	1167	.....	.....	5	4
Radcliffe			4	400	.....	.....	2	4
Raglan			21	2808	.....	.....	7	6
Sebastopol			5	573	.....	.....	5	1
Sherwood			9	1296	.....	.....	9	3
Alice	Renfrew	J. D. Kennedy, Pembroke	16	1575	1	100	3	4
Buchanan			9	1193	1	20	1	3
Fraser			.....	.....	1	105	.....	.....
Head			.....	.....	.....	.....	.....	.....
Maria			.....	.....	.....	.....	.....	.....
McKay			1	47	.....	.....	.....	.....
Petewawa			14	1521	3	15	5	3
Rolph			5	591	.....	.....	.....	3
Wylie			6	635	2	49	3	2
Pem. & Mattawan Road			1	134	1	113	.....	.....

Bonfield	Nipissing	B. J. Gilligan, Mattawa	34	4511	.....	.....	5	.....
Calvin			20	2680	1	100	5	.....
Ferris			54	6750	.....	.....	5	.....
Mattawan			.....	.....	1	31	.....	2
Papineau			14	1426	1	108	3	.....
Awères	Algoma	C.P. Brown, Sault Ste. Marie.	.....	.....	.....	.....	.....	.....
Korah			3	440	.....	.....	2	1
Parke			.....	.....	.....	.....	.....	.....
Prince			4	640	.....	.....	2	.....
Plummer	Algoma	J. F. Day, Bruce Mines	4	625	.....	.....	3	2
St. Joseph Island	Algoma	A. G. Duncan, Marksville	40	4621	6	275	27	42
Oliver	Thunder Bay	Wm. Margach, Port Arthur	23	3547	1	165	26	15
Paipoonge			21	3016	2	200	3	.....
Blake			.....	.....	.....	.....	.....	.....
Crooks			.....	.....	.....	.....	.....	.....
Dawson Road			.....	.....	.....	.....	2	.....
		Total	1149	162734	133	5474	607	706

JOSEPH J. MURPHY,
Clerk in Charge.

T. B. PARDEE,
Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1886.

APPENDIX No. 11.

STATEMENT of the Number of Letters Received and Mailed by the Department in 1883, 1884, 1885 and 1886.

YEARS.	BRANCHES.					Transferred to other Departments.	Total.	Names Indexed.	Enclosures.	Orders in Council.	Returned, not called for at Address.	Mailed from the Department.
	Sales and Free Grants.	Accountant's.	Surveyor's.	Woods and Forests.	Colonization Roads.							
1883	8,547	1,452	1,333	2,394	2,750	39	16,515	20,000	30,000	14	24	19,511
1884	8,723	1,214	1,263	2,106	2,796	19	16,121	20,000	30,000	18	42	19,661
1885	8,116	1,236	1,762	2,538	2,448	29	16,129	20,000	30,000	26	25	20,059
1886	7,590	1,088	1,877	2,855	2,487	30	15,927	20,000	30,000	13	40	20,368

JOHN MORPHY,
Registrar.

T. B. PARDEE,
Commissioner.

TORONTO, December 31st, 1886.

APPENDIX No. 12.

STATEMENT of the Municipal Surveys confirmed during the year 1886.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when confirmed.
1	Edward Gardiner.....	515	6th August, 1883.....	To survey the Town line between the Townships of Pelham and Gainsborough, and to plant durable monuments at the ends of each Concession line in the said Townships abutting upon said Town line.....	5th October, 1886.
2	J. G. Sing.....	521	27th June, 1884.....	To survey the Boundary line between Concession A and the adjoining Concessions in the Township of Osprey, and to plant durable monuments at the rear angles of the lots in said Concession A and at the north-east and south-east angles of lot number 37 in each of the Concessions numbered 4 to 14 inclusive in said Township.....	19th July, 1886.
3	C. A. Jones.....	528	7th July, 1885.....	To survey that part of the 2nd Concession line in the Township of Delaware extending from the Base line to the line between lots numbers 5 and 6 and to plant durable monuments therein.....	11th October, 1886.
4	Joseph De Gurse	536	29th March, 1886.....	To survey lots numbers 7 to 12 inclusive in the 3rd and 4th Concessions of the Township of Moore, and to plant durable monuments at the rear angles of said lots on the blind line between said Concessions.....	20th July, 1886.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

T. B. PARDEE,
Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1886.

APPENDIX No. 13.

STATEMENT of Municipal Surveys for which Instructions were issued during the year 1886.

No.	NAME OF SURVEYOR.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	John Hy. Jones	535	23rd March, 1886	To survey lots Nos. 19, 20, 21, in the 13th and 14th concessions of the Township of Enniskillen, and to plant durable monuments at the rear angles thereof.....	
2	Joseph De Gurse	536	29th March, 1886	To survey lots Nos. 7 to 12 inclusive, in the 3rd and 4th concessions of the Township of Moore, and to plant stone or other durable monuments at the rear angles thereof.....	20th July, 1886.
3	Joseph De Gurse	537	14th May, 1886	To survey lots Nos. 19, 20, 21, in the 10th concession of Enniskillen, and to plant stone or other durable monuments at the front and rear angles of said lots, being those in the lines between lots 19 and 20, between the east and west halves of lot 20, between lots 20 and 21, and between the east and west halves of lot 21..	
4	W. E. Yarnold.....	538	19th July, 1886	To survey lots Nos. 10 and 11, in the 5th concession of the Township of East Whitby, and to plant durable monuments at the front and rear angles of said lots, on each side of the road allowance between said lots	
5	Villiers Sankey.....	539	11th August, 1886	To survey lots Nos. 10 and 11, in the 17th concession of the Township of Otonabee, and to plant durable monuments at each end of the limit between said lots, being the south-east and south-west angles of lot 11, and the north-east and north-west angles of lot 10.....	

6	H. B. Proudfoot.....	540	24th August, 1886.....	To survey lots Nos. 24, 25, in the 4th concession of the Township of West Wawanosh, and to plant durable monuments at the north-easterly and south-easterly angles of lot No. 24, and at the north-westerly and south-westerly angles of lot No. 25, at each side of the allowance for road between said lots.....
7	Edward Gardiner...	541	21st September, 1886.....	To survey the town line between the Township of Pelham and Clinton, and to plant stone monuments at the end of each concession line in the said townships abutting thereon.....
8	T. J. Patten.....	542	9th November, 1886.....	To survey and plant durable monuments at the front angles of lots Nos. 16, 17, 20, 21, 28, 29, in the 1st and 2nd concessions of the Township of Assiginack on each side of the Government Road, known as South Bay Road, leading from Manitowaning to Michael's Bay.....

T. B. PARDEE,
Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1886.

STATEMENT of Crown Lands Surveys completed and closed during the year 1886.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Paid.	No. of Acres.
				$ c.	
1	23rd January .. 5th March .... 1884..	Charles Unwin	Part of Yonge street north of lot 115, township of East Gwillimbury	415 09	.....
2	29th May, 1885	T. O. Bolger.....	Township of Lybster.....	21 69	23,167
3	29th May, 1885	T. O. Bolger	Township of Gillies.....	29 95	23,285
4	30th November, 1885 ...	G. B. Abrey	Outlines of timber berths Nos. 110 and 116 on north shore of Lake Huron ..	137 75	.....
5	11th December, 1885....	David Beatty	Outlines of timber berths Nos. 168, 167, 162, 161, 155, 156 and Williams and Murray berth on north shore of Lake Huron	466 58	.....
6	24th December, 1885....	H. R. McEvoy	Limit between timber berths Nos. 16 and 24, north shore Lake Huron	204 89	.....
7	2nd March, 1886	A. L. Russell	Flying survey west and south of the township of Lybster.....	1,248 61	.....
8	10th March, 1886.....	Alex. Niven	Outlines of timber berths 11, 12, 19, 20 and Mossom Boyd's berth, north of French River	892 50	.....
9	8th May, 1886	Villiers Sankey	Survey of limit between timber berths 169 and 176, north shore of Lake Huron	204 00	.....
10	29th May, 1886	Elihu Stewart	Township of Maria (residue).....	2,932 30	41,890
11	29th May, 1886	William Bell	Township of Head (residue)	2,303 49	32,907
12	29th May, 1886	Thomas Byrne.....	Township of Deacon	4,349 59	62,137
13	29th May, 1886	Alexander Niven.....	Outlines of townships at the head of Lake Temiscamingue	2,572 58	.....
14	29th May, 1886	W. R. Burke	Township of Broder.....	1,646 05	23,515
15	29th May, 1886	Isaac L. Bowman	Township of Dill.....	1,638 63	23,409
16	29th May, 1886	Willis Chipman.....	Township of French	1,655 15	23,645
17	29th May, 1886	James Dickson.....	Verification of certain timber limit lines in Huron and Ottawa territory	1,343 51	.....
18	29th May, 1886	A. G. Cavana.	Township of Otter	1,570 38	22,434

19	29th May, 1886	Alexander Baird	Township of Grassett	1,735 72	24,796
20	29th May, 1886	Joseph DeGurse	Township of Morgan	1,634 43	23,349
21	29th May, 1886	Thomas B. Speight	Township of Montgomery	1,631 00	23,300
22	29th May, 1886	H. B. Proudfoot	Township of Ermatinger	1,625 96	23,228
23	29th May, 1886	F. F. Miller	Base and meridian line east of Pic, Lake Superior	1,505 80	.....
24	29th May, 1886	A. L. Russell	Township of Conmee	1,794 38	25,634
25	29th May, 1886	M. J. Butler	Township of Marks	1,878 80	26,840
26	3rd September, 1886	G. B. Kirkpatrick	Expenses incurred going to township of Sunnidale (twice) and finally settling dispute as to P. L. S. Creswicke's survey	138 70	.....
27	1st November, 1886	H. R. McEvoy	Survey of north boundaries of timber berths 48, 49, north shore Lake Huron	408 00	.....
28	25th February, 1882	W. J. Macdonald	Boundaries of licenses 138, 42 and 41 of 1878-9, Petewawa	78 00	.....
			April 28th, F. L. Foster, for making map of Ontario	300 00	.....
			May 10th, Calvin M. Smith, for lithographed maps of Huron and Ottawa territory, including express charges and duty	752 66	.....
			July 12th, Department of Interior for map of Fort Francis	5 00	.....
			August 18th, J. F. Peterkin, framing two dozen maps of Huron and Ottawa territory	19 20	.....
			October 22nd, Canada Railway News Co., hanging maps in railway stations	9 60	.....
			October 2nd, the Copp, Clark Company for lithographed township maps	220 00	.....
			December 27th, Charles Potter, for surveyors instruments	20 00	.....
			December 29th, the Copp, Clark Company, for lithographed maps of north shore Lake Huron	60 00	.....
			December 29th, the Copp, Clark Company, for maps of Ontario	750 00	.....
			December 31st, F. L. Foster, for making maps of Thunder Bay District and township of Sunnidale	155 00	.....
				38,354 99	423,536

GEORGE B. KIRKPATRICK, P.L.S., Chief Clerk in Charge.

T. B. PARDEE,
Commissioner.

Department of Crown Lands,
Toronto, December 31st, 1886.

APPENDIX No. 15.

STATEMENT of Crown Land Surveys in progress and amounts advanced up to date, during present year.

No.	Date of Instruction.	Name of Surveyor.	Description of Survey.	Amount Advanced.
				$ c.
1	29th May, 1885	M. J. Butler	Verification survey of the Township of Kennebec	nil.
2	29th May, 1886	J. W. Fitzgerald	Township of Fitzgerald	3,800 00
3	29th May, 1886	G. B. Abrey	Township of Strange	1,700 00
4	29th May, 1886	Thos. Oliver Bolger	Examination of land near Rainy River	1,600 00
				$7,100 00

T. B. PARDEE,
Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1886.

APPENDIX No. 16.

STATEMENT of Mineral Lands which have been patented in unsurveyed territory on the north shore of Lake Superior, in the District of Thunder Bay during the year 1886.

No.	No. of Description.	PATENTEE.	Description of Mining Tract.	Acres.	Amount.	Date of Patent.
1	1834	Oliver Daunais	Mining Location, R 112, R 113, north of Whitefish Lake	160	160 00	2nd January, 1886.
2	1837	C. T. Buchanan, C. F. Eschweiler, R. Buchanan, and M. T. Getchell	" 200 T, 201 T, south-west of Paipoonge	416	416 00	2nd " "
3	1840	W. W. Braden and John McGuire	" 176 T, north of Whitefish Lake	79	79 00	7th " "
4	1841	L. H. Grieser and H. E. Long	" R 145, north-east of Whitefish Lake	80	80 00	8th " "
5	1842	The Canadian Pacific Railway Co	Divisional Station Grounds at White River	564	564 00	13th " "
6	1844	N. M. L. Ruttan	Mining Locations, Islands R 201, R 202, R 203, in Whitefish Lake	8 1-10	10 00	28th " "
7	1881	William Henry Laird	" R 59, north-east of Whitefish Lake	80	80 00	1st April, "
8	1882	M. S. Stewart and C. S. Allen	" 213 T, south-west of Whitefish Lake	80	80 00	1st " "
9	1883	Frederick W. Wieland	" R 140, north-east of Whitefish Lake	72	72 00	1st " "
10	1884	William J. Franks	" 26 T, 27 T and 29 T, North of Arrow Lake	218	218 00	6th " "
11	1885	Walter Barwick	" 243 T, 244 T, Poplar Point, Lake Nepigon	347	347 00	2nd " "
12	1886	John Fraser	" 234 T, west end of Arrow Lake	79	79 00	5th " "
13	1887	R. G. Peters, C. R. Gehl, W. F. Gehl, and J. D. Gehl	" R 200, on Round or Basin Lake, east of Arrow Lake	123	123 00	6th " "
14	1888	Greene Pack	" 264 T, north-east of Arrow Lake	80	80 00	5th " "
15	1889	William J. Franks	" R 153, R 154, R 155, east of Whitefish Lake	240	240 00	5th " "
16	1890	Oliver Daunais	" R 204, R 208, south of Whitefish Lake	295	295 00	5th " "
17	1891	do	" R 119, west of Whitefish Lake	80	80 00	6th " "
18	1892	O. N. Murdock, J. F. Elwell, C. H. Sunderland, P. M. French, H. G. Haas	" 236 T, 237 T, north-east of Whitefish Lake	160	160 00	6th " "
19	1893	Alex. Fraser	" 15 T, east end of Arrow Lake	70	70 00	6th " "
20	1903	The Peerless Mining Company	" R 157, R 158, in Township of Gillies	159	159 00	28th " "
21	1904	do	" R 171, east of Whitefish Lake	80	80 00	29th " "
22	1905	do	" R 149, north-east of Whitefish Lake	159	159 00	22nd " "
23	1906	do	" R 160, north-east of Whitefish Lake	80	80 00	22nd " "
24	1915	B. W. Harris, John Merrill, and Chas. Gehl	" R 91, R 92, R 93, near Whitefish Lake	240	240 00	3rd May, "
25	1918	Rich'd. G. Peters	" 266 T, 268 T, south of Whitefish Lake	401 6-10	803 00	11th May, "
26	1928	T. A. Keefer, O. Daunais, and R. G. Peters	" 141 T, 142 T, 146 T, 149 T, 155 T, south-west of Paipoonge	967	1934 00	25th " "

STATEMENT of Mineral Lands which have been patented in unsurveyed territory, etc.

No.	No. of Description.	PATENTEE.	Description of Mining Tract.	Acres.	Amount.	Date of Patent.
27	1945	T. A. Gorham, T. A. Keefer	Mining Location, 140 T, south-west of Paipoonge	149	298 00	14th July, 1886.
28	1947	do do	" 143 T, 144 T, west of Paipoonge	320	640 00	14th " "
29	1948	do do	" 145 T, south-west of Paipoonge, 148 T, 150 T, 151 T, 152 T, and 153 T, south of Paipoonge	700	1400 00	15th " "
30	1949	T. A. Gorham, D. McPhee, and T. A. Keefer	" R 45, R 46, Rabbit Mountain	165 3-10	330 00	14th " "
31	1951	John A. Macdonald	" R 219, adjoining Schrieber Station, Can. P. Ry.	71	142 00	6th August, "
32	1967	Peerless Mining Company	That part of lot 6 in concession vi., Gillies, north of R 157	80	160 00	1st October, "
33	1973	E. and R. H. Hamill	Mining Location R 162, south east of Whitefish Lake	95 6-10	191 00	22nd " "
34	1982	Herbert C. Hammond	" R 231, north-west of Whitefish Lake	80	160 00	26th " "
35	1986	William H. Laird	" R 58, east of Whitefish Lake	80	160 00	4th November, "
36	1989	Thomas A. Gorham	" R 209, R 211, north of Whitefish Lake	246	492 00	11th " "
37	1990	do	" R 190, north of Whitefish Lake	79	158 00	11th " "
38	1991	do	" R 192, north of Whitefish Lake	160	320 00	12th " "
39	1992	do	" R 232, R 233, R 234, north of Whitefish Lake	252	504 00	11th " "
40	2001	Charles A. Krause	That part of lot 5 in concession vi., Gillies, immediately north of R 158	80	160 00	10th December, "
41	2003	Charles James Johnson	Mining Location, R 250, north of Dorion	81	162 00	27th " "
42	2004	Thomas Marks	" R 216, R 217, south of Lybster	160	320 00	27th " "
43	2005	George T. Marks	" R 214, R 215, south of Lybster	160	320 00	27th " "
				8276 6-10	$12605 00	

T. B. PARDEE,
Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1886.

APPENDIX No. 17.

Total Number of Patents issued by the Patents Branch during the year 1886,

1326.

EDWARD FOX, P.L.S.,
Chief Clerk Patents.

T. B. PARDEE,
Commissioner.

DEPARTMENT OF CROWN LANDS,
Toronto, December 31st, 1886.

APPENDIX No. 18.

STATEMENT OF THE NAMES OF CANDIDATES WHO HAVE PASSED THEIR EXAMINATIONS BEFORE THE BOARD OF EXAMINERS OF LAND SURVEYORS, FOR ONTARIO, DURING THE YEAR 1886.

PRELIMINARY CANDIDATES PASSED.

James Fitzgerald.
Arthur Meyer Bowman.
Alfred John Cameron.
Richard Watson De Morest.
Robert Laird.
Ruyter Stinson Sherman.
Andrew Lake McCulloch.
Josiah Andrew Nie.

FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

John Fletcher Apsey.
Charles Fraser Aylsworth, jun.
Allan Ross Davis, B. apd. Science.
Henry King Wicksteed, B. apd. Science.
Joseph Martin Tiernan.
Charles Richard Wheelock.
Charles Joseph Murphy.
James Francis Whitson.
Bruce Allin Ludgate, Graduate School Practical Science.
James Morley Mouat-Biggs, D.L.S.
James Lewis Morris, Graduate School Practical Science.
Herbert Mahlon Burwell.

The Board of Examiners of Land Surveyors, for Ontario, meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of January, April, July and October, in every year, unless such Monday be a holiday (in which case it meets on the day next thereafter, not being a holiday.) Section 6, Chapter 146, Revised Statutes of Ontario.

PRELIMINARY EXAMINATION.

All persons, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects, viz.: Vulgar and Decimal Fractions, Extraction of Square and Cube Root, Practical Geometry, Euclid, Plane and Spherical Trigonometry, Mensuration of Superficies, and the use of Logarithms; correct Spelling and good Writing required.

FINAL EXAMINATION.

Final Candidates, before obtaining a License to practise, undergo a strict and searching examination before the Board of Examiners as to their proficiency in Euclid; Plane and Spherical Trigonometry; Calculations of Areas by means of the Traverse Tables, etc. Laying out and dividing up of Land; the adjustment and use of the Transit or Theodolite. Astronomy, including the calculations necessary to determine the latitude by meridian altitude of the sun, moon or stars, or by double altitudes; Method of determining Time; of finding the time when any star passes the Meridian, with the time of its Elongation, Azimuth Angle, and Variation of the Compass; the Method of Keeping Field Notes; Drawing up Descriptions by Metes and Bounds for insertion in Deeds; taking Affidavits in the matter of Disputed Boundaries; the Law regulating Surveys; Geology; and also as to their proficiency as Draughtsmen.

T. B. PARDEE,
Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1886,

SURVEYORS' REPORTS.

(*Appendix No. 19.*)

COUNTY OF RENFREW.

Residue of the Township of Head.

Pembroke, Ontario,
December 18th, 1886.

Sir,—I have the honour in accordance with your instructions, dated May 29th, of this year to submit the following report of the survey of the residue of the Township of Head.

I commenced the survey as directed by retracing the line between the seventh and eighth concessions run by Mr. Sinclair, from its intersection with the west boundary of the township of Rolph, westerly to the line between lots twenty and twenty-one; only two posts were found on this line, one between lots twelve and thirteen, and one between lots fifteen and sixteen, both marked on trees standing on the line. I planted new posts at the corners of the lots on both sides of the line, thence I retraced the line between concessions nine and ten, and thence the line between those concessions to the west boundary of the township of Head; all the posts on this line had been destroyed by fire and I replaced them by new ones; all the side road lines of Mr. Sinclair's survey intersected both these concession lines at unequal distances, which obliged me to make an irregular lot at each intersection, from the west boundary of the township of Rolph, to side road line five and six; the distance was 104.55 chains. I gave the overplus to lot number one, the other irregular lots are, numbers ten, fifteen, twenty, twenty-five, and so on to lot number forty. I was obliged to make these lots the same width in every concession in the survey, in order to avoid jogs in the side roads where I connected with Mr. Sinclair's survey.

In the survey of the upper portion of the township, the west boundary was continued about thirty chains into the ninth concession. I re-opened it to that point, and having obtained an observation of Polaris, I thence ran the west boundary on the course S. 20° 51' 40" E., planting posts at distances of one hundred chains for the alternate concessions to the south boundary of the township. From the west boundary I then ran the concession lines on the course N. 69° 08' 20" E., in regular order from the line between concessions seven and eight, until I reached the south boundary, and the side road lines on the course N. 20° 51' 40" W., and S. 20° 51' 40" E., from there intersections with the concession lines as the surveys was carried eastward, closing on the west boundary of the township of Rolph.

A few settlers are located in the sixth and seventh concessions, where there is a tract of pretty good land extending from the rear of the third to the front of the seventh concessions, and from lot number twenty-nine to lot thirty-six. Most of these settlers have resided on their claims for the last six years, and have erected barns and dwellings, and have cleared from eighteen to twenty-five acres each—their crops this year were very good.

The timber on this tract is chiefly composed of birch, maple and beech, some large pine had been cut there years ago by lumbermen, but what now remains is of little value; originally the principal timber on the remainder of that part of the township over

which my survey extended was pine, generally of fair size and quantity, but the destructive fires which have visited the country, have left but few green trees. A thick growth of poplar and birch now covers the country where extensive lumbering operations were formerly carried on. A few years ago Mr. James Findlay erected a portable steam saw mill on lot number fourteen in the fourth concession, in the vicinity of which there was some pine which had escaped the fire, and built a tramway over which he conveyed his sawn lumber about two miles to the Canadian Pacific Railway, where it was shipped to market. But all the pine of any commercial value, within a radius of two or three miles of the mill, has been sawn into lumber, and I was informed that he intended to remove the mill into the township of Rolph this winter.

Besides the hardwood tract above alluded to there is but little land suitable for agriculture, the soil is generally sandy or gravelly, aud is seldom free from stone ; the surface of the country is rough, uneven and broken by bare rocky hills. Mackey's creek, the only stream of importance, enters the township where the ninth and tenth concession line intersects the west boundary and flows easterly, entering the upper portion of the township on lot number sixteen in the eighth concession, and finally empties into the Ottawa river near Mackey's station on the railway ; it has been much used by lumbermen for floating logs and squared timber to the Ottawa River.

On the plan I have shown the position of the Canadian Pacific Railway, where it enters and passes through the eastern portion of the fifth, sixth and seventh concessions.

There are three roads leading from this part of the township to Mackey's station, on which waggons can be used. The principal one enters the township near the south-west angle, a short distance from the Petewawa River, and passes north-easterly through the settlement on the tract of hardwood land before described and enters the tenth concession on lot twenty-three ; it passes over no high hills, and could be made a good road at a small expense. Another road starts from one of Mr. Booth's old shanties on lot twenty-nine in the fourth concession; this road is not now used and does not pass through any land fit for settlement ; the third road leads from Mr. James Findlay's mill, from the fourth to the seventh concession, and thence to Mackey's station, the road is in fair condition and is used by settlers taking lumber from the mill.

No minerals worthy of notice were observed, the rock formation is gneiss and granite, the rock common to the Ottawa country,

Owing to the destruction of the timber by fires, I found it impossible to pick up any of the outlines of timber licenses in the course of the survey as directed by your instructions, except the line run by myself for William Taylor, in 1882 ; that part of the country was burnt before that date and no fire has occurred there since then.

I have the honour to be, Sir,
Your obedient servant,

(Signed), WILLIAM BELL,
Provincial Land Surveyor.

The Honorable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 20.*)

COUNTY OF RENFREW.

RESIDUE OF THE TOWNSHIP OF MARIA.

COLLINGWOOD, ONTARIO,
December 20th, 1886.

SIR,—I have the honour in accordance with instructions, dated May 29th, of this year, to submit the following report on the survey of the residue of the township of Maria, in the county of Renfrew.

I commenced the survey by retracing the line between concessions ten and eleven of this township as surveyed by Provincial Land Surveyor Duncan Sinclair, in 1859. I also retraced the west boundary of the township of Head, from its intersection with said concession line southerly as the east boundary of my work. Owing to fires having swept over this whole district since the former survey, nearly all the original marks at the corners of the lots have disappeared. I found, however, sufficient blazes to locate the lines, and in a few instances was able to find the positions of the original corners of the lots fronting on said concession line, and in such cases, I adhered to these as bases for my work. These original points are shown in the "notes" herewith, and account for the irregular widths of certain lots adjacent thereto. I then worked southerly to the south boundary of the township.

The whole township, with very few exceptions, is a brulé; fires at different times have swept over the whole of this and the adjoining townships to the east and west, leaving only standing dead pines and small, second growth poplar, birch, etc., where formerly a vast quantity of valuable pine timber existed.

The general character of the country is rocky, and in some cases very broken, with hills of considerable height. The western part of the township, however, contains a fair per centage of moderately level land, but the soil is for the most part a light sand.

A number of small lakes are met with, but these are generally merely expansions of streams, the principal of which are Bissett's creek in the north-west part of the township, and Grant's creek in the eastern part. Both streams have been utilized by lumbermen for floating down their timber to the Ottawa River. No economic minerals were met with throughout the survey and no settlers have yet located within the limits of the work on which I was engaged.

A fair portage road runs south-westerly through the township, as shown on the plan. This road leads from Bissett station on the Canadian Pacific Railway to the Petewawa River.

I could find no trace of the line between timber berths numbers two hundred and seventy-six and three hundred and sixty-four, owing, I presume, to my work not extending far enough south to reach it.

I have the honour to be, Sir,
Your obedient servant,

(Signed), E. STEWART,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 21.*)

DISTRICT OF NIPISSING.

Township of Broder.

Ingersoll, Ontario,
November 1st, 1886.

Sir,—I have the honour to submit to you my report of the township of Broder, in the District of Nipissing, surveyed according to your instructions, bearing date the 29th day of May, 1886.

From Ingersoll I proceeded by the Canadian Pacific Railway to Wahnapitae Crossing. Having Indians from White Fish Lake to meet me there with canoes, etc., we proceeded down the Wahnapitae River some miles; leaving the river, we followed a portage route crossing several small lakes into Long Lake, part of this lake being in my township. From here we portaged provisions, etc., into the south-east angle of the township, where I was instructed to commence my survey. With some difficulty I found the post for my

south-east corner, on P. L. S. Salter's base line. The post was burned and only a small portion of it left standing, but some of the Indians who were with me knew it to be the proper post, as they had seen it before being burned.

From the south-east angle of my township I retraced P. L. S. Salter's base line for my south boundary, to the south-east corner of Waters, following the old blazes, and cutting the line out wide and reblazing it well. I found Salter's base line not very straight and bending northwards from due west. My concession lines, which run into the east boundary of Waters, make a jog of some chains with the concession lines in the township of Waters. As instructed, I ran my east boundary on such a course as to strike the south-west angle of McKim; the bearing of this line is shown on the plan and field notes. My township being over six miles in width, I made all the lots on my south boundary forty chains in width, excepting lots eleven and twelve, which are wider, the overplus being divided between them. My eastern boundary bearing to the eastward, causes lot one to be of a greater width than forty chains, everything being shown fully on the plan and field notes.

I made a careful survey of all the waters within my limits. There being a number of lakes a great deal of time was spent in order to survey them properly. That portion of Long Lake within the township is the largest body of water; it commences at the west boundary, in concession eleven, and extends into the township about four miles, crossing the second, third and part of the fourth concessions. The water in some of the lakes is very clear, and all the lakes abound with fish, especially Long Lake, black bass, pike, pickerel, etc.

The township, I may say, has been entirely over-run by fire, some of it the second time, and the timber is nearly all destroyed, the second growth being small poplar and birch. There are a good many pine trees standing in some parts which might be utilized for various purposes, but not in sufficient quantities or of such a quality as to be of much consequence commercially. There is very little green timber to be found in the township, and it is of little value, being small and of a scrubby nature. In the sixth concession, green timber, small spruce, is found on lot five; tamarac, on lot one; a few inferior pine in concessions two and three, lots six and seven, also in concessions one and two, lot twelve. In concession two, lots eight and nine, some green timber consisting chiefly of tamarac, birch, poplar and balsam.

On the whole, the township is rough and rocky, and could not be considered a township suitable for farming purposes. The rocks are of a granite formation. Where soil is met with it is of a sandy nature. In concession two the southern part of lot nine has some fair land, likewise in concession three a small portion of the south part of lot twelve has some fair land. In concession five some good land on lots four and five; lot one, same concession, is very level, soil sandy; the northern parts of lots four and five in sixth concession contains some good land, also on the south shore of Kelly Lake there is some fair level land, the remainder of the township is rocky and broken. Throughout the township there are other small flats of land, but being isolated and surrounded by rocky country, can hardly be available for farming purposes. The township, I think, would be more adapted for a grazing country than for farming. I saw no valuable mineral, although slight traces of iron could be seen in some places.

The Algoma branch of the Canadian Pacific Railway will give access to the township, it being about one mile north from the north-west corner. I found no squatters within the limits of the township, or Indians, the nearest settlement of Indians being at White Fish Lake.

I have the honour to be, Sir,

Your obedient servant,

(Signed), W. R. BURKE,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 22.*)

DISTRICT OF NIPISSING.

Township of Deacon.

Sarnia, Ontario,
October 23rd, 1886.

Sir,—I have the honour to report that in accordance with your instructions, dated May 29th, 1886, I have completed the survey of the township of Deacon.

In 1884 I surveyed the township of Lister, the eastern boundary of which township forms the western boundary of the township of Deacon, the posts of this line being the points from which the several concession lines should commence.

I commenced the survey by taking an observation at the posts on the west boundary, concession line numbers twelve and thirteen, and ran a line N. 69° 8' 20" E. I then moved eastward, running the various side roads and concession lines in accordance with instructions, to, the east boundary which I ran S. 20° 51' 40" E., from the south-west corner of the township of Clara. I then moved to the west boundary, concession line number two and three, and after taking an observation at that point, I carried the work in the southern portion of the township eastward, intersecting the south boundary and the several concession lines with the east boundary.

I found that about one-half of the area of the township had been over-run by a very destructive fire about eighteen or twenty years ago, destroying all the valuable timber; it is now covered in most places with a dense growth of small poplar, white biroh, cherry and balsam. The burnt portion extends from one to about four miles north and south of the Petewawa River, as shown on the accompanying timber tracing. The soil on this portion of the township is a very good sandy loam, except a small portion along the shores of the Petewawa River, which is very rocky. The balance of the township is well timbered, principally with hardwood and a large amount of valuable pine. I found some very fine tracts of land in the northern and southern parts of the township, the soil being a good sandy loam.

As will be seen by the plan, this township is well watered by numerous lakes and streams. The principal lakes being Cedar Lake, Trout Lake and North River Lake.

The Petewawa River intersects the township in a south-easterly direction, from Cedar Lake to Trout Lake, finally passing out of the township on the first concession.

All the lakes and streams are well stocked with trout.

Aoout seventy-five per cent. of the land is fit for agricultural purposes.

There is already a fair waggon road from Deux Rivieres, on the Canadian Pacific Railway line to Thistle and Caswell's farm on Cedar Lake, which, with a small expenditure of money, could be made available for colonization purposes. I have marked this road on the plan.

The geological formation is the usual Laurentian. There are no settlers in this township.

I have the honour to be, Sir,
Your obedient servant,

(Signed), THOS. BYRNE,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 23.*)

DISTRICT OF NIPISSING.

Township of Dill.

Berlin, Ontario,
November 1st, 1886.

Sir,—I have the honour in accordance with your instructions, dated the 29th day of May, 1886, to submit the following report of my survey of the township of Dill, in the District of Nipissing.

I proceeded to Wahnapitae, on the Canadian Pacific Railway, by way of Toronto, Carleton Place and Mattawa. From here, with my men and provisions, I went down the Wahnapitae River in bark canoes and camped at a short portage within half a mile of the south boundary of the township of Dill.

Next morning, the 27th of July, I proceeded down the river to the south boundary, retracing it eastward in search of the post, at the south-east angle of the township of Dill.

I found Provincial Land Surveyor Bell's six-mile post, from which I measured due east nine chains and fifty links, expecting to find Salter's post marked XLII. M, as replaced by Provincial Land Surveyor Bell, but after a diligent search failed to do so. From this point, I measured a distance of eighty chains westward, which is seventy chains and fifty links west of Provincial Land Surveyor Bell's post marked VI, M; took an observation of Polaris, and ran three miles due north (astronomically) between lots numbers two and three. I then worked northward and westward, at the same time retracing the south boundary, but finding no posts until reaching the south-west angle of the township of Dill. Here I found a surplus in the last mile of nineteen chains and fifty-four links, which, according to instructions, I divided equally between lots numbers eleven and twelve. Finding the surplus so much larger than was expected, I wrote to the Department of Crown Lands for further information, and according to instructions then received, made Bell's VI. mile post the south-east angle of the township of Dill. From this point I found that a line had already been run on a course of N. 0°.50' E., and upon retracing and chaining it, I discovered that it struck the south-east angle of the township of Neelon, and consequently made it my east boundary.

Taking the township of Dill as a whole, it is not well fitted for agriculture; yet good soil, though light, exists in places along the Wahnapitae River.

This river enters the township on the north boundary at lot number three, running in a south-easterly direction, leaving the township at the east end of concession number three, and again entering at concession number two, running in a south-westerly direction and crossing the south boundary at lot number two. Its average width is about three chains, and the sides sink abruptly to a great depth. The current of this river is very slow and its waters have a dark colour, and abound with fish such as pike and bass.

Fire has devastated the whole of the north and west, leaving only a small portion of green timber in the south-east part of the township, and this is principally mixed timber with a goodly number of red and white pine.

There are no lakes in the eastern part of the township, but they become quite numerous as the western boundary is approached. Their shores are either very rugged or marshy, or both.

I found no minerals worthy of notice or having any economic value, and the rocks were principally of volcanic origin.

I have the honour to be, Sir,
Your obedient servant,

(Signed), ISAAC L. BOWMAN,
Provincial Land Surveyor.

The Honourable T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 24.*)

DISTRICT OF NIPISSING.

Township of French.

Brockville, Ontario,
November 1st, 1886.

Sir,—I have the honour to submit the following report on the township of French, in the district of Nipissing, surveyed by me this year in conformity with your instructions of the 29th day of May, 1886.

I proceeded by rail to Rutherglen, by the Canadian Pacific Railway, by canoe across Lake Talon, thence by timber road through the township of Phelps to the south boundary of French, which is the north boundary of Phelps.

The south boundary was posted for the front of the first concession. I first ran the side line between lots number eight and nine north astronomically, making it a base from which the concession lines were run east and west. The work was then proceeded with easterly to the east boundary, making the line in front of the sixth concession a base from which the side lines were run north and south. I then ran south to the south boundary, making side line between lots numbers two and three a base, the closing errors in latitude and in departure being less than thirty links in each case, which errors were divided between the first and second concessions

The magnetic declinature varied from 7° 50' West, to 8° 05' West. The line between timber berths numbers two hundred and thirty-three and two hundred and thirty-four was traced across the third concession of the township, but the west boundary of berth number two hundred and thirty-three was not found on lot number eleven in the first concession.

The north half of this township is drained by branches of the Jocko River, which falls into the Ottawa River about the middle of the south-westerly side of Seven League Lake. The south part is drained by the east and west branches of Balsam Creek, which after its junction with North River, empties into the Mattawa River between Turtle Lake and Lake Talon. A few lots in the eastern part of the township are drained by a branch of Antoine Creek, which joins the Ottawa River a short distance above Mattawa.

None of these streams are over fifty links wide and are not large enough for "driving."

The only lake of one hundred acres area is situated in the north part of the township, which we named Lake Koko.

The surface of most of the township is rolling. The tract drained by the west branch of Balsam Creek is generally low, with a few hills. The country north-west of this depression is rolling and apparently much higher.

The south-east quarter of the township is a high, sandy plateau, with comparatively few hills.

The only broken, rocky country met with was about a square mile, being the north part of lots numbers two and three in the fourth concession, and the south part of the same lots in the fifth concession.

In the south-east quarter of the township is a fair, sandy loam, with few stones, with little rock or swamp. I should estimate that about seventy-five per cent. of this quarter is tillable land. The south-west quarter is more stony, but with few swamps, excepting a narrow one up Balsam Creek. The north-west quarter is stony, with many swamps and marshes. About fifty per cent. of the land in these two quarters is fit for cultivation.

Many years ago, probably about one hundred, judging from size of green timber, most of the north-east quarter was burned over, and the soil that remains is a very light, sandy loam. In some places, however, there is nothing left but rocks, now moss-covered, with scattered and stunted timber. I do not think that over twenty-five per cent. of this quarter of the township is tillable land.

The south part of this township is in timber berth number two hundred and thirty-three, from which most of the good pine has been cut. In the north part of the township there is some scattered pine of fair quality.

Throughout the township the timber on the hills and high land is chiefly maple, black birch, balsam and cedar, with a few hemlock, ironwood, elm and oak. Poplar and white birch are plentiful in that part of the township which has been burned over. In the low lands the timber is spruce, tamarac, cedar and birch, with a few ash and elm in "swales," that is in wet places on high ground.

Rock exposures were seen in the vicinity ef the lakes in the north part of the township, at several points along side line between lots numbers six and seven, and as before mentioned, in the north-east quarter of the township. All these exposures were of gneiss of the lower Laurentian group.

No economic minerals were met with.

This township is above the average of the district, and would soon become settled by agriculturists if proper steps were taken to open it up for settlement. The farmers of nearly all eastern Ontario, are finding out that it does not pay to raise wheat, and are devoting their attention to stock raising and dairying, and I cannot see why this important branch of farming cannot be carried on successfully in this part of the Nipissing district; the soil, being of a light, sandy loam, is conducive to quick vegetable growth, and can be depended on for raising roots and coarse grains, while the swamp lands, when cleared and drained, will grow grasses for hay. Nearly every farm lot has its creek, pond or lake, and enough pine for building purposes.

A very fair waggon road has been constructed by Messrs. Bronson & Weston, lumbermen from Mattawa, through the first concessions of the township of French, to a shanty situated on either lots number six or seven in the first concession. This road connects with sleigh roads running through the township of Phelps, to the head of Lake Talon.

With very little improving these roads could be made good settler's roads. By continuing the waggon road westerly across the first concession of the townships of French and Mulock, to the government road now being constructed north-easterly from North Bay, the best parts of the townships of French and Mulock, and the north parts of the townships of Widdifield and Phelps, would be opened up to settlement, while by improving the winter roads through the township of Phelps, a shorter route would be made to the Canadian Pacific Railway.

I have the honour to be, Sir,
Your obedient servant,

(Signed), WILLIS CHIPMAN.
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 25.*)

DISTRICT OF NIPISSING.

OUTLINES OF TOWNSHIPS.

HALIBURTON, ONTARIO,
November 29th, 1886.

SIR,—I have the honour to submit the following report on the survey of outlines of townships at the head of Lake Temiscamingue, in the Nipissing district, surveyed under your instructions of 29th May, 1886.

Leaving Haliburton on the 19th July and proceeding to Mattawa by rail, I started up the Ottawa River on the evening of the 20th, a party of twelve all told, with boat

and three canoes taking all my supplies with me. I reached the head of the Long Sault on the 23rd, and as the weather looked threatening, took the steamer Argo at 4 p.m. for Fort Temiscamingue, arriving there the same night. The following day I went to West Bay and camped, and stored my supplies at the portage between Lake Temiscamingue and Montreal River, at the mouth of Mill Creek.

On the 26th July, I commenced the outlines from the north-west angle of Lorrain, and carried on and completed the survey in accordance with instructions; the lines being run east and west and north and south, astronomically, and posts planted every mile. The numbers of townships will be seen on the plan of survey herewith, and the lines were run in the following order:—

Line between twelve and thirteen, township one.
South boundary of township one.
West boundary of township one.
Boundary between townships one and two.
West boundary of township two.
Boundary between townships two and three.
Boundary between townships three and six.
Boundary between townships six and seven.
Boundary between townships two and seven.
West boundary of township three.
Boundary between townships three and four.
West boundary of township four.
North boundary of township four.
Boundary between townships five and six.
Boundary between townships four and five.
North boundary of township five.

The details of survey will be found in the field notes, and on the plan and in the diary.

I am happy to be able to report nearly the whole of the seven townships outline to be good farming land, the soil being clay and the country level and free from stone. There is not, in my opinion, the equal of this tract of land now left in Ontario for settlement.

The timber is generally poplar, spruce, balsam, white birch, tamarac and cedar, the cedar and spruce being in places very large. Here and there some black birch and an occasional hard maple are met with. Along the Blanche River and Wahbee's Creek are to be found a few white oak, elm, soft maple and ash. The lake-shore along the east side of township seven, is fringed with pine, and a belt of this timber runs off to the north-west, as indicated on the plan. There is also a patch of good pine in the south-west corner of township five, and a considerable quantity in township number one. The townships outlined, however, are not pine townships, but farming townships that will one day be the home of a large population.

From a hill two hundred feet high on the west boundary of township one, and near the north-west corner of that township, a magnificent and very extensive few is to be had, overlooking the country for many miles, and away beyond a smoky line indicating the Blanche River. The appearance presented is that of a vast flat of poplar, with spruce and balsam, while away to the west and north-west are a few high hills of sombre green, which, by the aid of the telescope, we discovered to be clad with pine. Descending this hill we ran mile after mile, and township after township, and never got a glimpse of the country again, until we reached two more elevations on the south and north boundaries of township five.

From the hill at the north-west corner of township five, we got a grand view of the country up the Blanche River. It was brulé as far as the eye could see, growing up with poplar, white birch, tamarac, etc., and appears to have been burnt about fifteen years ago.

From a tour I made up the river about eight miles, I observed that the soil was still clay and free from stone, and the country is dry and more rolling than within the limits of the survey. There is at least one tier of townships west of and two tiers north of the present survey apparently as good as and, I think, better than the country outlined.

The timber generally, on the tract outlined, is small, and I would suppose that nearly the whole country was burnt about fifty or sixty years ago; the largest timber is probably in township one, along the lake shore.

The portion of territory tinted light green on plan along the Blanche is wet, and may be called at present swamp, but it is not really swamp as the clay was often within reach of a picket, and the opening of a few roads through it as settlement advances will make it dry ground.

Around the mouth of the Blanche River, and for some distance up stream, the land is subject to overflow during high water.

The Blanche River is, as its name implies, a muddy stream with clay banks, and is navigable to a point about eight miles above the limit of survey, where there is a rise of four feet, with some swift water below the fall. It is five and a-half chains wide where our first line crossed it about two miles from the lake, and fifteen miles farther up is two and a-half chains wide and eleven feet deep.

Wahbee's Creek, coming into West Bay, is about one and a-half chains wide for some distance up, and on 6th September was navigable for our row boat and supplies to north boundary of township two. Both this stream and the Blanche assume large proportions in the spring of the year, rising fifteen or twenty feet above summer level.

There are no lakes within the survey, excepting the two crossed by the line in the rocky south-west corner of township one.

Otter Creek and Wright's Creek, running through townships four, five and six, are streams about one chain wide and navigable for small boats beyond the limits of the survey.

There are a few clearings around the lake, as shown on plan, and a grist mill with circular saw attached in township one, the property of John Piché, most of the grain ground coming from the Quebec side of the lake.

The geological formation along the south and west boundaries of township one is the Huronian. After leaving the west boundary of township one we were not troubled with any rock formations, but the clay overlies the limestone which breaks out and forms the shore line of township seven, and forms a prominent land mark at the promontory known as Wahbee's point; this stone will, I think, become valuable both for lime and building purposes. I found no traces of minerals.

The weather was not exceedingly warm at any time during the survey, excepting a few days in September. The first frost was on 15th September, and leaves began to fall a few days afterwards. Four inches of snow fell on 30th September, an unusual occurrence I was told, and lay until the third day thereafter, but weather was afterwards warm and fine until the day I left the territory, the 11th October.

On the 3rd September I visited the settlement at the head of the lake, on the Quebec side, and saw wheat and oats on the farm of Angus McBride, well-filled and nearly ready to cut. Wheat on another farm, sown on 7th May, was standing in the stook, and potatoes and garden stuff looked well. I saw an excellent crop of hay on the farm of Mr. Farr, in township one, on the 25th July, some of it cut and some standing. There was nothing in the climate, this year at all events, to prevent farming being successfully carried on in this section of the country.

Facilities for Settlement.—Hitherto the only means of access to this country, was by way of the Ottawa River, and the ascent of the rapids was a labourious undertaking, to say nothing of the danger attending it. Within the last few years however, steamers have been put on Lake Temiscamingue, and during the present year "The Temiscaming Colonization Co" have put small steamers on the water stretches of the Ottawa, and built tramways around the rapids with a six mile railway of three feet guage, to overcome the Long Sault, they have a small locomotive and passenger car upon it, and the baggage aud freight are at present drawn upon a flat car. This is a Quebec enterprise and is wholly in that province, with the exception of seven hundred feet of tramway round the Mountain rapid, which is in Ontario. The line is in a great accommodation, and is

carrying in all the lumbermen's and other supplies, and carries passengers in connection with the steamer Argo, from Mattawa to Fort Temiscamingue for $3.50 per passenger, and freight for $1.00 per one hundred pounds. I came down with my party by this line, and made the trip from the Fort to Mattawa in a day and part of a night, the distance being about ninety miles. From Mattawa I returned to Haliburton by rail, on the 14th October.

Herewith are plan and field notes of survey, with accounts, transport vouchers and diary of survey.

I have the honour to be, Sir,
Your obedient servant,

(Signed), A. NIVEN,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 26.*)

DISTRICT OF ALGOMA.

TOWNSHIP OF ERMATINGER.

CLINTON, ONTARIO,
November 30th, 1886.

SIR,—I have the honour to submit the following report of the survey of the Township of Ermatinger, in the District of Algoma, in accordance with instructions dated May 29th, A.D., 1886.

The Township of Ermatinger is situated south of the Township of Hart, and west of the Township of Cascaden, both of which townships were surveyed by your Department in 1885. On the south it is bounded by Salter's old base line, surveyed in 1857, and on the west by unsurveyed lands of the Crown.

The north-east angle of the township is about five miles west of the Canadian Pacific Railway.

The Township of Ermatinger is rough and rocky throughout, and the north-east half thereof has been burned at different times, although there is still quite a quantity of green pine standing.

The south-west half of the township that has not been burned, is timbered chiefly with birch, some maple, pine, (red, white and pitch), spruce, and balsam.

A creek, from thirty links to one chain wide, traverses the township, entering on the north boundary about one mile west of the east boundary, and pursuing a westerly and slightly southerly direction to lots numbers ten and eleven, concession number five, then turning about due south, leaves the township about half a mile east of the west boundary, receiving also a feeder on lot number eleven, concession number four, of almost the same size as the main creek. There being always a fair supply of water in this creek, I consider that it would be of great advantage in taking out saw-logs and square timber from the adjoining country.

Besides the large lake on the south-east corner, there is another of about the same extent a mile and a quarter to the north-west, and also several smaller lakes to the north-east of the last mentioned.

The south-west portion of the township is peculiarly free from any large bodies of fresh water.

The westerly three and a-half miles of Salter's old base line were very easily retraced, but the fire has completely obliterated the two and a-half miles to the east, in fact there is nothing left standing but dead pine. The new growth indicates the burn to be between seven or eight years old.

There were no minerals of economic value met with in the prosecution of the survey.

I do not consider the Township of Ermatinger to be well adapted for agriculture.

I have made a rough estimate of the standing pine as between twelve and eighteen million feet.

I was instructed to connect my lines at their intersection with Salter's old meridian, with the posts planted on the survey of the Township of Cascaden, immediately to the east of Ermatinger. It was with some difficulty that I found Salter's old meridian at all in some places, and with one exception I was unable to connect with the corresponding post in the Township of Cascaden, namely, at the line between concessions numbers four and five.

The whole of the season was exceedingly wet, there not being an interval of twenty-four hours without rain falling.

Hoping that this report and the accompanying plans and field-notes will meet with your approval,

I have the honour to be, Sir,
Your obedient servant,

H. B. PROUDFOOT,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 27.*)

DISTRICT OF ALGOMA.

TOWNSHIP OF GRASSETT.

LEAMINGTON, ONTARIO,
December 15th, 1886.

SIR,—I have the honour, in accordance with instructions from your Department, bearing date the 29th day of May, 1886, to submit the following report on the survey of the Township of Grassett, in the District of Algoma.

Leaving here I proceeded by steamer to Sault Ste. Marie ; thence by one of the Collingwood line of steamers to the village of Thessalon, on the north shore of Lake Huron, where I obtained my supplies and most of my men, and from thence we proceeded inland by team to Mr. Ainsley's farm on the Mississaga River, in the Township of Wells. Here taking canoes, we proceeded down the Mississaga River about three miles to the mouth of Little White River.

Thence up the last named river to the north boundary of the Township of Parkinson, which we followed eastward and found the corner post standing that was to form the south-east angle of my township, and the starting point of my survey.

Commencing at this point I retraced westward the north boundary of the Township of Parkinson, and planted durable posts, as instructed, for the front angles of the lots on the first concession, and having succeeded in obtaining an observation at the south-east angle of lot number four, I ran the line between lots numbers four and five, and the other lines between lots instructed to be run due north, astronomically, to Provincial Land Surveyor Salter's base line.

Retracing out this base line, I was unable, after making diligent search therefor, to find any trace of Provincial Land Surveyor Salter's XCVI. mile post, so I decided to plant a post at the distance of six miles from the post marked CII. (which I found standing at the north-east angle of the Township of Gould), making this the north-east angle of my township, and having found the course by calculation, I ran a line north 3° 37' west, astronomically, from the south-east corner post to connect therewith, thus forming my

east boundary, and from the posts planted therein I ran out the lines in front of the several concessions due west, astronomically, planting durable posts for the front angles of the lots, as instructed.

The east boundary of Gould I also retraced for my west boundary, and ran around the mineral location which juts into the township, as instructed.

The township is rocky and broken, with small patches fit for settlement or cultivation, of a light sandy soil and widely separated by rocks.

The timber is principally scrubby, consisting of small balsam, tamarac, cedar, spruce, hemlock, and pine, with small tracts of hard maple and birch. In the north-west portion of the township a few good pines are to be found, but much scattered.

No trace or indication of valuable minerals were seen, the principal rock being gneiss.

Little White River flowing through the south-east portion of the township is a very rapid stream, averaging about three chains wide, and forms the outlet for the waters of the greater part of the township, and at time of low water is very difficult to navigate with canoes.

The variation of the magnetic needle was very regular during the survey, being 3° 30' west.

Accompanying this report you will find a plan and field-notes of the survey, which, I trust, will prove satisfactory, and meet with your approval.

I have the honour to be, Sir,
Your obedient servant,

ALEXANDER BAIRD,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 28.*)

DISTRICT OF ALGOMA.

TOWNSHIP OF MONTGOMERY.

TORONTO, ONTARIO,
December 8th, 1886.

SIR,—I have the honour, in pursuance of instructions received from your Department, dated at Toronto the 29th day of May, 1886, to submit the following report:

I commenced the survey of this township at the south-east angle thereof, as per instructions, by retracing northerly the easterly boundary, and at the distance of eighty chains ran due west (astronomically) the line between concessions one and two. With this line as a base, I sub-divided the township into blocks of about one mile square each, by running all side lines due north and south and all concession lines due east and west, as shown in red lines on projected plan accompanying instructions.

The existing boundary lines of townships, as already run, were in all cases adhered to, causing the adjacent lots to be of irregular dimensions.

The township is very much broken by rocky bluffs and ridges and numerous lakes, the percentage of level land being very small.

The lakes are all sizes, from mere ponds to others of two miles in length; they are generally irregular in shape, with rough rocky shores, and water of good quality, but few fish found in them. Twenty of these lakes were met with in this one small township, and a trigonometrical survey made of each.

Owing to the broken face of the township as a whole, but a small portion of it is suitable for agricultural purposes.

Between Lake Williamson and the western boundary there is a small tract of fairly good sandy loam.

The township is well timbered throughout. There is a large belt of merchantable pine on the west end of Lake Chiblow, and extending westward therefrom for a distance of about three-quarters of a mile. To the west of this the pine is more scattered. Around the southerly end of Lake Bernard, and extending about a quarter of a mile back from its shores, there is some pine of fairly good quality.

Swamps occur at intervals, with cedar, tamarac, spruce, etc.

We saw no minerals or indications thereof of any value.

At present there are no settlers in the township.

A plan of my survey, and a tracing thereof, showing in colours the prevailing timber, also field notes of the entire survey, are transmitted herewith.

I have the honour to be, Sir,
Your obedient servant,

THOS. B. SPEIGHT,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner for Crown Lands,
Toronto.

(Appendix No. 29.)

DISTRICT OF ALGOMA.

TOWNSHIP OF MORGAN.

WINDSOR, ONTARIO,
September 18th, 1886.

SIR,—I have the honour to submit the following report of the survey of the Township of Morgan, in the District of Algoma, surveyed according to your instructions, dated May 29th, 1886.

I proceeded by way of the Canadian Pacific Railway to the crossing of the Vermillion River, thence up the river in canoes, to the north boundary of the Township of Balfour. I commenced my survey by running the line between lots four and five due north, and made this the base of survey, running the concession lines at right angles to this, or due east and west. Finding my east boundary not very straight north of the second concession, and that it deviated eastward, I planted the posts between lots one and two, forty chains from the line between lots two and three, and left the overplus in lot number one.

I did not plant a post where I was instructed Salter's twelve mile post should stand, as I found the distance less than six miles from the north-east angle of the Township of Balfour; and as I found no trace of any bearing tree at this point, I concluded to plant the post for the north-east angle as shown in field notes.

This township, although mountainous, still contains considerable good land, and will compare favourably with any of the neighbouring townships. The land in the vicinity of Vermillion River being especially good, the soil being sandy loam quite free from stone or rock. Nearly the whole of this township is covered with green bush; excellent pine in large quantities is found in several places throughout the township.

The pine is above medium in size, very straight and sound, and on account of its close proximity to the Canadian Pacific Railway *via* the Vermillion River, should be of considerable commercial importance. The remaining timber is balsam, spruce, birch, maple, cedar and tamarac.

There is a small area of burnt country at the south-east and north-east angles of the township, which does not present a very inviting appearance, being rocky and covered with a thick undergrowth of poplar, birch, spruce, etc.

The township is well-watered with numerous small lakes and creeks, the water being remarkably clear and of good quality.

The prevailing rocks are gneiss, no minerals of economic value were met with.

Accompanying you will find field notes, plans and other returns, which I trust will prove satisfactory.

I have the honour to be, Sir,
Your obedient servant,

(Signed), JOSEPH DEGURSE,
Provincial Land Surveyor.

The Honourable T. B PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 30.)

DISTRICT OF ALGOMA.

TOWNSHIP OF OTTER.

ORILLIA, TORONTO,
October 28th, 1886.

SIR,—As directed by your instructions dated 29th May last, to survey the Township of Otter, in the District of Algoma, into lots of 320 acres each, having a frontage on concession lines of forty chains and a depth of eighty chains.

I commenced survey on the 30th July, at a balsam post alongside the original post (cedar), being the north-east angle of the Township of Haughton, and the south-east angle of the Township of Otter; from this point I proceeded regularly in accordance with instructions; I traced the northern boundary of the Township of Haughton westerly, planting my posts at regular intervals thereon, until I came to the birch post at the north-west angle of Haughton, leaving lot twelve a frontage of only twenty-seven chains and forty-two links.

Returning to the south-east angle of the Township of Otter, I took an observation of Polaris, then ran the eastern boundary of township on a course due north astronomically, under a repeated observation at post between the fourth and fifth concessions.

From this eastern boundary, concession lines were started at intervals of eighty chains, and continued on a course due west astronomically, and side lines were run at right angles thereto. Survey was terminated on 18th September.

I now beg to submit the following report on the general features embraced within the limits of my survey:—

The surface of township throughout is rough and rolling, broken by rocky ridges varying in height from 100 to 300 feet.

The soil may be classed as sandy loam, generally shallow; a few places were met with where it was a good rich sandy loam, occasionally verging into a clay loam, with deep soil.

The timber of the north-west part of the township has been destroyed by fire, and overgrown with a thick growth of poplar and white birch; occasional clumps of hardwood timber thoughout this area have escaped injury by fire. The timber in the south and south-eastern parts of the township has not been overrun by fire; it is large, being composed chiefly of maple, black birch, cedar, spruce and pine, this latter timber has been culled over for board timber; as a rule all classes of timber now on this area are more or less shaky and unsound in heart, consequently of little commercial value, only suitable for fuel or rails; however there are some scattering pine thoughout this area suitable for saw-logs.

The township is well-watered throughout with springs, creeks and numerous lakes; the water of lakes is clear and fresh. The Mississaga River flows in a south-westerly

direction across the south-eastern corner of township; this river has an average width of five chains, flows very rapidly and is a continuation of rapids, and rises in spring about ten feet above its ordinary state. The waters were traversed with a Rochon Micrometer. I found no settlers or clearings within the township.

The whole area may be described as being composed chiefly of granite rocks, these, however, have been subjected to violent dislocations and upheavals, which give to the country a very rugged and broken appearance. The geological character of the region is very favourable for the occurence of various minerals.

Specimens of minerals forwarded to your Department, numbered one and three, were obtained in a vein of quartz rock cropping out on lake shore, underlying the granite formation. Specimen numbered two was obtained on the south-west shore of same lake. For position where specimens were obtained, see field notes, page fifty-eight.

The country to north is much broken by high bluffs and ridges and appears to have been overrun by fire for some distance; that to east is not quite so rugged; timber not destroyed to any extent by fire.

I have the honour to be, Sir,
Your obedient servant,

(Signed), A. G. CAVANA,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioneer of Crown Lands,
Toronto.

(*Appendix No. 31.*)

DISTRICT OF THUNDER BAY.

BASE AND MERIDIAN LINES.

NAPANEE, ONTARIO,
November 8th, 1886.

SIR,—I have the honour to submit the following report on survey of Base and Meridian Lines, in the District of Thunder Bay, performed under instructions from your Department, dated the 29th day of May, 1886.

I started from Napanee, on Tuesday, June the 22nd, for the purpose of purchasing my supplies in Toronto, intending to proceed to Collingwood on Friday, and sail on that day per steamer City of Owen Sound; and for that purpose I instructed two men to go to Napanee, on Thursday, the 25th day of June. On my arrival in Toronto, I found that the steamer could not leave until the following Tuesday, and as it was impossible to get word to the men, I had to allow them to go to Napanee and wait there until Monday, the 28th day of June. One Monday they, together with another man from Napanee, and Mr. D. A. Ross, of Mount Forest, joined me in Toronto. On Tuesday morning we went to Collingwood and sailed by steamer, City of Owen Sound, on the same day for Heron Bay. While we were at the Sault Ste. Marie, I hired four more men, as I had information from along the Canadian Pacific Railway, that it was not safe to trust to being able to obtain men there, as the contractors were paying higher wages than my instructions allowed me to pay.

Arriving at Heron Bay on Friday, the 2nd day of July, I went down to the Pic Reserve and hired two Indians. On Saturday morning, I left Heron Bay and walked down along the Canadian Pacific Railway line, for the purpose of finding my starting point, which I did, leaving the men to bring up the supplies, a distance of about eight miles, they arriving on Saturday evening.

On Monday morning I obtained an observation and commenced work along the base line. I continued this base line east astronomically, for a distance of twenty-four miles,

when upon receiving instructions from your Department, I tried a meridian line north for six miles, and as it then fell into White Lake, I returned to the base line and continued it east to the thirty-six mile post; I then returned to the eighteen mile post and ran a meridian line north astronomically for a distance of twelve miles.

I then returned home by the Canadian Pacific Railway to Peninsula Harbour, by the steamer City of Owen Sound to Collingwood, and then *via* Toronto to Napanee.

Astronomical observations were taken frequently as the work progressed. The lines were run with transit, and were well cut out and well blazed. All posts planted at six mile points were well protected with stones, when they could be had.

The distances across water were at first measured both by Stadia measurement and by triangulation, and as I could find no difference in the results from the two methods, after repeated trials, I discarded the triangulation system for short distances.

The base line crosses the Canadian Pacific Railway five times, and at no place for thirty miles is it more than two miles and a-half from that road.

The land in the swamps and on some of the slopes is of a fair farming quality, but upon the high hills it is rocky and shallow. The land lying north and south of the base line, from the twelth to the twenty-fourth mile and east and west of the meridian line (north of eighteen mile post), is of a good farming quality, being much the best that I found.

The land is principally sandy along the Canadian Pacific Railway, and wherever the horses were fed, and around the shanties, the hay and grain were growing well, and I have rarely, if ever, seen such a good quality of clover. Employees of the Canadian Pacific Railway Company tell me that all garden produce grows well.

The timber along the lines consists of balsam, spruce, tamarac, white birch, etc., with a few Norway pines and poplar. I came across no specimens of rock that I considered would be of any benefit to bring home, the prevailing rock being granite, some of which would work up into very beautiful monuments.

Fish were plentiful in White Lake and White River. Partridges and rabbits were plentiful, and a few bears were seen. I also came across a number of beaver, muskrats, otter and mink, and a few tracks of cariboo.

The weather was all that could be desired.

Accompaning this report, I beg to submit plan, field notes, diary, pay-list, transport, vouchers and account, as per instructions.

I have the honour to be, Sir,
Your obedient servant,

(Signed), F. F. MILLER,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands.
Toronto.

(*Appendix No. 32.*)

DISTRICT OF THUNDER BAY.

TOWNSHIP OF CONMEE.

PORT ARTHUR, ONTARIO,
November 4th, 1886.

SIR,—I have the honour to report that in accordance with instructions received from your Department, dated 29th May last, I have made a sub-division survey of the southern

portion of the township of Conmee. This township lies immediately west of the township of Oliver, in the district of Thunder Bay, and the sub-divided portion contains a total area of 25,634 acres.

As will be seen from an inspection of the accompanying topographical and timber plans, the land is rolling, with occasional small cedar and spruce swamps and patches of muskeg. Along the western boundary rocks and hills predominate, chiefly gneiss to the south, and jasper on the north. This jasper might prove of economic value for ornamental purposes. The part surveyed is well watered, and, except in the north-west part, is well timbered likewise, and the lie of the land is favourable, being southerly and easterly.

The soil on at least seventy-five per cent. of the township is suitable for farming purposes, and the township, as a whole, may be considered as above the average of agricultural lands in this district. The eastern half of the township is more especially adapted for settlement, being heavy clay overlaid with vegetable mould. In the north-western portion sandy soil predominates. Numerous small streams traverse the township, Brulé Creek on the north, and Cedar Creek on the south-west, being always amply supplied with water.

With the exception of the north-western part of the township, which is covered with a very small growth of poplar and birch, and a small portion swept by fire on the north, the timber, which is chiefly poplar, birch and spruce, is of large growth. An occasional white pine is to be seen, but they are too few and scattered to be worthy of more than passing notice. A saw mill across the Kaministiquia River, at the south-east corner of the township, would supply incoming settlers with building lumber, etc., at a convenient place. At several points on the Kaministiquia River, as well as along the lower part of Brulé Creek, excellent water power for either grist or saw mill purposes can be had.

The only means of access to the surveyed part of the township at present, is by the Oliver road, which terminates at the Kaministiquia River at the south-east corner, and several settlers, availing themselves of the navigable stretch from this point north, have taken up farms and made improvements on lots B, C and D, in the first concession, and lot E in the second concession, and have erected three good log shanties; others will probably follow shortly now that the land is laid out for them. The settlers from the township of Oliver, who were employed on the survey party, considered that the eastern part of Conmee township was superior to the average class of land in their township. The vegetables to be seen at the several clearings were sufficient evidence of the excellence of the soil.

I have tho honour to be, Sir,
Your obedient servant,

(Signed), A. L. RUSSELL,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 33.)

DISTRICT OF THUNDER BAY.

TOWNSHIP OF MARKS.

NAPANEE, ONTARIO,
October 13th, 1886.

SIR,—In accordance with instructions from your department, dated May 29th, 1886, to proceed to and survey the township of Marks, in the district of Thunder Bay into farm lots of 320 acres each.

I left Napanee on the 24th day of June, taking two chain men, one assistant and a cook, travelling by Grand Trunk Railway to Toronto, thence by Canadian Pacific Railway and steamers to Port Arthur, where I secured axemen, thence by Canadian Pacific Railway to Murillo, where I hired teams and travelled by the new colonization road to the south boundary of the township of O'Connor, from this point all supplies had to be packed, five miles to the south-east angle of the township.

I began operations on the morning of the 7th of July by running the side line between lots numbers two and three, due north about one and a-half miles. I next ran side line four and five north about one mile and three quarters; I then ran side line six and seven north about one and a quarter miles. I next started from the eastern boundary eighty chains north of the south-east angle, and ran the line between concessions one and two due west. I thus continued to carry up the side lines and concessions to the north and west, as far as the north-west angle, thence to the north-east angle of the township, where I finished my work on the evening of the 21st of August, making the concessions eighty chains in depth, and the lots forty chains in width as nearly as practicable.

Observations of Polaris and of the sun were taken as often as was thought necessary to secure accurate work, the details of which will be found in their respective places in the field notes.

Where lines crossed lakes, the distances were obtained by means of Stadia hairs fitted in the telescope of the transit, so adjusted that four inches on the rod just exactly equalled one chain, repeated tests having shown that the Stadia measurement for short distances is more accurate than any other micrometric method or triangulation with ill-assorted triangles.

The south-easterly one-third of the township, comprising about 8,000 acres, is a comparatively level section of country, the land being gently rolling, the soil a rich black clay loam, well adapted for farming purposes. The underlying rock is chert. The northerly and westerly two-thirds is rougher, with high hills of granite and trap rock, over-laid with a light covering of sandy soil and boulders, and is not adapted for farming purposes.

Numerous bands of quartz are found through the granite knolls, but apparently they carry no economic minerals, on side lines six and seven, concession one, is found a ridge where an exposure of a vein carrying small specks of zinc blend, and probably silver may be seen.

From the large variation of the needle amounting to 135° in a number of places, I am inclined to think that vast beds of magnetic iron ore will be found in this township, as it is scarcely probable that such a large variation would be caused by the presence of the small pieces of magnetite usually found associated with trap rock. One peculiarity which I have never seen noted before, was the constant variation; it was quite a common thing to see the needle 15° off the course for a distance of fifteen or twenty chains before any change in the variation would be noticed, when it would veer over suddenly to the opposite side of the pole and record 5° for a distance of ten or fifteen chains.

The township is well watered by numerous small rapid-running creeks, and several large ponds, the water in every case being clear, cold and wholesome, the source of supply being mostly from springs.

Brook or speckled trout were the only fish seen, but of these there was a great abundance. Of fur-bearing animals the only representatives seen were the beaver and fisher.

No signs of the common red deer were seen, plenty of caraboo tracks were run across showing them to be quite numerous.

Bears were also plentiful: of the smaller game partridge were the only variety seen.

This whole section of the province was over-run with fire about one hundred and fifty years ago, and is now grown up with almost tropical luxuriance, birch, white and yellow, spruce, poplar, jack-pine, tamarac, balsam, with an occasional white pine, forming the larger growth. Many of the spruce and tamarac are fine, large trees, suitable for lumbermen's purposes.

The poplar, from its whiteness and long, clear growth, is particularly well suited for the paper manufacturers; the undergrowth is composed of hazel, dog-wood, small balsam, and soft maple, and so very thick that it was most difficult to cut lines through.

In the vicinity of this township there are at present four mines at work, employing quite a number of men, and constantly increasing. The Canadian Pacific Railway station at Murillo, is only twenty-five miles distant. A government colonization road passes within five miles of the south-east angle of the township. The new projected Thunder Bay Colonization Railway passes about four miles to the south. By the construction of about four and one-half miles of road, easy access can be had to the whole of the good land, and as there are also large sections in the adjoining township suitable for settlement there is little doubt that in a few years the whole section will be taken.

I have the honour to be, Sir,
Your obedient servant,

(Signed), M. J. BUTLER,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No 34.*)

DISTRICT OF RAINY RIVER.

EXPLORATION OF LAND LYING NORTH OF RAINY RIVER AND RAINY LAKE.

(Interim Report.)

BELLEVILLE, ONTARIO,
December 1st, 1886.

SIR,—I have the honour to report that in accordance with your instructions dated May 29th, 1886, I have explored the lands lying north of the surveyed townships on Rainy River, and also the country lying north of Rainy Lake.

I proceeded first to Rat Portage, where I procured the necessary supplies and canoes, and hired some men to assist in moving camp, etc., and then went across the Lake of the Woods to the south shore of Sabashkong Bay, pitching my first camp at the mouth of Split Rock River, and from here explored the country south to the forty-ninth parallel, and eastward to the canoe route which leads from the easterly end of Sabashkong Bay to Fort Francis. I then followed the southerly shore of the Lake of the Woods westward to the mouth of Rainy River, stretching inland sufficiently often to obtain a good general idea of the nature of the country and timber. I ascertained in this way that the land lying north of the forty-ninth parallel is generally of a very poor description, with the exception of some good patches in the vicinity of the Indian Reserve on Big Grassy River; while the timber is generally poplar and jack-pine of small growth. I first encountered good land at the point where the forty-ninth parallel or the first base strikes the Lake of the Woods, and following up Little Grassy River, which empties into the lake a couple of miles south of this point, I found, from travelling in every direction, that the block of four townships composed of townships one and two south, ranges twenty-three and twenty-four east, contains a large percentage of the finest land I have ever seen, and the same description applies to the block of land lying westward between these townships and the Lake of the Woods. Little Grassy River is navigable for canoes for a distance of about eight miles from its mouth, and the land on the shore is all good, being composed of a rich calcareous drift formation, equal to any soil in the best agricultural districts of Ontario.

The timber along the river is chiefly large thrifty poplar, mixed with some scattering oak and swamp elm, and some evergreens such as balsam and spruce; inland the timber changes in character somewhat from that along the river shore, as large balm of Gilead, spruce, balsam and tamarac are met with more frequently, and the nice open bush which prevails along the river banks is changed for a tangled brushy undergrowth; but the character of the soil remains the same. Tamarac and spruce swamps occur frequently in this section of the country, as is the case all through this large level area of good land which lies along the banks of Rainy River. These swamps were all perfectly dry this summer, and are nearly all capable of being made into excellent land by drainage, as they lie nearly as high as the surrounding dry lands, and only require proper ditching to take the surface water off in wet seasons. The extreme levelness of the country causes the presence of so much swamp land here, as the surface water has no means of escaping from the low-lying portions, and consequently the growth of moss and swamp timber is engendered. I noticed that in most cases the beds of the little streams are deep enough to form outlets for ditches and drains, and these creek beds are usually so numerous that to drain any swamp no very long ditches would be required; in nearly all the swamps through which I passed I observed the soil to be a black vegetable mould, varying in depth from one to three feet, and always underlaid by the same calcareous clay above alluded to. I seldom met the muskeg proper, that is to say, the wet shaky bog in which water is present at all seasons of the year, and which grows nothing but dwarf spruce and moss. I then paddled up Rainy River, and on both shores I found the same kind of country as I have described as being in the vicinity of Grassy River, and as there are a good number of settlers along the river on the Canadian side I had an opportunity to observe the soil while under cultivation, and to see the kind of crops it is capable of raising.

The soil I found to be most excellent in character, calcareous clay overlaid by a thin streak of whitish fine earth about six inches in thickness, and this again covered with a a coating of vegetable mould, and these three mixed up together in the working of the land form a soil which cannot be excelled in any part of the Dominion. I saw along the river crops of potatoes, turnips, hay, oats, wheat, corn, tomatoes, and cabbage all grown to perfection this season, which shows that the climate, as well as the soil is suitable to successful farming, especially when tomatoes ripen as they certainly did this year as well as I ever saw them ripen in the vicinity of Lake Ontario.

As I went up the river I frequently travelled inland several miles, and at the easterly side of township three, range twenty-four, I penetrated northward to the section I had explored from Grassy River, and found that the calcareous clay formation extends at this point clear from the Lake of the Woods to Rainy River, a distance of over twenty miles in a straight line; I fouud a tremendous bush fire raging along the first correction line south, which was destroying everything before it; in fact bush fires were very frequent in this part of the country this season owing to the extremely dry weather. There is an area of pine land in here a little north of the first correction line south, where the soil is inclined to be sandy, but the extent of this tract is not very large.

Along the line dividing ranges twenty-six and twenty-seven the good land extends back some twelve miles from the river, but towards the north-east corner of township three the rough regions begin to appear, and away to the northward the country is broken and rocky, and the good land disappears.

Township three and the north part of township four, range twenty-seven, have been burnt over some years ago, and are now grown up with small second growth of poplar.

Townships four in ranges twenty-eight, twenty-nine and thirty, are mostly all good land; while townships three in the same ranges are generally broken with rocky ridges, but contain some excellent land in the valleys among the hills; townships two, ranges twenty-seven and twenty-eight, also contain some good land although broken by rocky hills.

A straight line drawn from the south-west corner of the large Indian Reserve on Big Grassy River to Fort Francis would approximately form the north boundary of the good belt of land, while almost all the country lying between this line and the Rainy River and the Lake of the Woods is good agricultural land. This tract of country is over sixty

miles long, and averages over fifteen miles wide, and contains over nine hundred square miles, or something like six hundred thousand acres, and has a water frontage on the Lake of the Woods and Rainy River of over one hundred miles. Of this area perhaps thirty per cent. is swamp, most of which can be drained and made tillable land, rocky ridges occur very rarely, and the soil is all a limestone clay such as I have described. No limestone rock in place has been observed, but loose limestones containing fossils are frequently to be met along the rivers, and the settlers along Rainy River pick them up and burn them into excellent lime; in fact this whole district is a glacial drift.

The timber is chiefly poplar which grows to a great size; I have seen trees over eighteen inches across the stump and sixty feet long clear of limbs. Balm of Gilead, too, prevails in some sections, while spruce, tamarac and balsam of thrifty growth are everywhere met with. In some places magnificent cedar abounds large enough for telegraph poles, shingle bolts, or any other use to which cedar is applied; there are some groves of pine through this section but it cannot be called a pine country, that is, on this drift formation.

North of the above imaginary line the country is all rough and broken with valleys of clay land occurring occasionally among the ridges, especially along the margins of creek beds; east of the line dividing ranges twenty-six and twenty-seven there is a good deal of pine, although in some places the fire has been through and destroyed much valuable timber; all round the north-west bay of Rainy Lake, and round the chain of waters stretching from this bay to the south-east corner of the Lake of the Woods, I saw a considerable quantity of pine, both red and white, and in the country lying between this chain of lakes and the north bay of Rainy Lake pine is present almost everywhere, but not often in large thick groves.

I explored all the country north of Rainy Lake, nearly as far north as the forty-ninth parallel, and eastward to what is called Sand Island River on the map, and up the Seine River to Sturgeon Falls; I travelled inland through this section of the country sufficiently often to get a good general idea of the land and timber. There is not much good land all through this region, that is, in large blocks, although patches of excellent clay land of from fifty to one hundred acres are met with frequently among the hills, but this clay is never the calcareous clay of the Rainy River drift. The only place I found a large tract of good land is on the bank of Sand Island River, extending from near the mouth of the river up stream for about sixteen miles, with a width of perhaps two miles; this tract is broken in places with rocky ridges, but this soil is a good clay loam and free from stone. This tract of good land has all been burnt over and is now grown over with small poplar, all the rest of this country lying north of Rainy Lake may be described as a rough, rocky region, which in some places is utterly denuded of timber by forest fires. There is a considerable quantity of pine in all this section of country; all along the eastern shores of the north bay of Rainy River scattering pine is met with, and a good deal of lumbering has been done in the vicinity of the lake.

On the chain of water connecting Sand Island River with Rainy Lake, lumber camps have been in operation in former years. Around Sand Island Lake and in the country between this point and the River Seine there are some fine groves of red and white pine, and along the Seine also pine is frequently seen; the other prevailing timber is chiefly jack-pine, with poplar and tamarac.

Along both sides of the Seine River and inland, both north and south, the country is rough and broken with occasional valleys of good land, and the same may be said of the land on Rat River, Pipestone River and Little Turtle River. From this it will be seen that the tract of country I have described adjoining Rainy River, and including the townships already surveyed, is a locality well adapted for farming, and although there is some good pine within this area it cannot be said to be a pine country.

The remainder of the country explored by me including from Sabashkong Bay to Sturgeon Falls, on the Seine River, and north to the forty-ninth parallel, is comparatively unfit for settlement, but pine is met with all through this region, in some places only scattering, but in others in considerable groves, so that this portion may be classed as a lumbering district.

Wild rice is very abundant in all this country, and being an exceptionally good year for it the Indians laid in large quantities for winter use. Ducks, partridges and prairie

chickens are very plentiful, and sturgeon, pickerel and white-fish are found in all the waters. Moose and cariboo are very numerous, but the red deer are not found in these parts. Bears are very plentiful, but wolves are never seen in these woods.

While in the tent I wrote a detailed report of the result of each day's proceedings with the result of my explorations. I will send in a copy of this longer report at an early day, together with a map showing the routes taken by me each day.

I have the honour to be, Sir,
Your obedient servant,

(Signed), THOMAS O. BOLGER,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(*Appendix No. 35.*)

REPORT

OF

THE SUPERINTENDENT

OF

COLONIZATION ROADS.

To the Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Ontario.

SIR,—I have the honour to submit the annual Report upon Colonization Roads for the year 1886, with a statement of the cost of each work.

During the season several exceptionally large bridges have been built, two being of iron and the remainder wooden structures, but all alike good and substantial. These works are fully described in the body of the report, but I may here remark with reference to the iron bridges, that it was found by calculations and estimates furnished, cheaper at the present price of iron, and the facilities possessed by bridge companies for constructing them, to use the metal for spans of more than about one hundred and sixty feet; and for spans of one hundred and thirty feet the cost was not much greater in iron than wood, while the advantages in favor of the former will be acknowledged by everyone as regards strength and durability.

The iron bridges erected are that over the Mississaga River, a 200 feet span, and one over Sturgeon River, the span of which is 130 feet. These were furnished and erected by the Hamilton Bridge and Tool Company, now well and favourably known for their excellent bridges.

The principal wooden bridges are those over the Kaministiquia River at Point De Meuron, and three others near Rat Portage and Keewatin, one of which latter is a floating bridge, and fully described in the report.

The general operations of the season have been on the whole very satisfactory, and a great number of roads have been constructed and repaired, aggregating 192 miles of new roads, 506½ miles of roads repaired and some 31 bridges built of various lengths and value.

As regards the expenditure of about $14,000 on the actual operations of the year above the Legislative grant, I would explain that nearly $9,000 of this sum was spent upon six principal works, and was unavoidable; as for instance Manitoulin Island, where the summer fires had so burnt up crossways, culverts and bridges, as to increase the expenditure more than $1,500 beyond the appropriation.

On the north shore, also, fire and flood rendered necessary an outlay of nearly as much more, to restore many of the roads and bridges to a state of usefulness. The bridge at Point De Meuron which, once begun, it was absolutely necessary to complete, cost very considerably more than the sum voted, as subsequently explained; while the extensive works at Rat Portage and Keewatin, for reasons submitted, required a considerable additional expenditure to complete and make secure the bridges and other works.

I may add, too, that a great deal of damage was done all over the country by bush fires and excessive floods, which caused a general over-expenditure, not anticipated when the estimates were prepared, but which in the interests of the Province was unavoidable.

The works are :—

NORTH DIVISION.

Ansonia Bridge,

Which is on the main road between Bruce Mines and Thessalon, was re-covered at a cost of $32.40, and was a necessary work, as the old covering had become unsafe and dangerous.

Bar River Bridge.

This bridge is over Bar River, on the town line between the townships of Laird and Macdonald, and was built to give settlers access to the Port Finlay Road, to which the inhabitants had themselves opened a road.

The structure is eighty-four feet long, built upon piers filled with stone.

Basswood Lake Road.

This road leaves the Mississaga Road on lot 12 concession 3, of Gladstone, from whence it follows generally the margin of Basswood Lake to the line between concessions 5 and 6, and centre of lot 2 in the township of Day, a length altogether of about four and a-half miles. The continuation of this road northward into Well's township is desirable according to the inspector's report.

Blind River Bridge.

A bridge four hundred and twenty feet long, with approaches in addition at each end, and spans Blind River near its mouth.

Mr. Murray, of Blind River, gave six thousand feet of lumber and in other ways assisted in furthering the work, thus enabling the Department to finish the bridge for a few dollars more than the appropriation.

Cockburn Island Road.

The roads on this island are in by no means good condition, and the grants hereto fore made have not been sufficient to do more than make crossways at intervals over a considerable length of road.

The money this season was spent in further repairing the roads, beginning at Toleman's Dock and extending operations southward half a mile, and westward one and a-half miles; the last half mile being new work.

Coffin Road.

This road was repaired over a length of twelve miles, namely, from section 4 of Coffin south to Otter-Tail Lake, ten miles; and two miles of the north end of the road which last year was chopped out, was this season made into a good travelable road.

A bridge was also renewed over Thessalon River, having a main span of fifty-two feet, and costing $275, the former bridge having been swept away by spring freshets and travel stopped.

Coyne's Road.

A road commenced last year, and this season produced northward a further distance of three and a-half miles, and now ending on the line between sections 1 and 12, and a quarter of a mile east of that between sections 1 and 2. While a portion of the road passes through a rough country it will, if produced about three miles further, reach a good district called Dunn's Valley, and be a very useful road.

Day Mills and Bright Road.

The chief work in this instance was a bridge 132 feet long built over Pickerel Creek, and the formation of the road between concessions 1 and 2 of Day township, opposite lot seven.

Some slight repairs were made upon the Thessalon Road, also included in this expenditure of $364.28.

Galbraith (*3rd Concession*) Road.

This road is locally known as Dunn's Valley Road, and is from lot 5 between concessions 1 and 2, west to the Coffin road, about three miles, which were fairly repaired.

Gosse's Creek Bridge.

A bridge in the township of Kirkwood, which the water had undermined and made impassable.

Two new piers were built and the superstructure raised three feet higher than it was before. Having myself examined this I can testify to the necessity for the work.

Grand Portage Road.

A continuation of a road commenced last year and then described. It is continued north-westerly to "Kelly's store," on the line between lots 8 and 9 of concession 3, township of Wells, from which point it is made northward on the line between lots 8 and 9, two miles, or a length altogether of about four miles of new road. A further extension of this road is desirable.

Indian Peninsula Road,

Which is in the County of Bruce, was repaired over four miles; and, on the Government road on the west side of the Peninsula, about nineteen miles were repaired through the Townships of Albermarle, Eastnor and a portion of the Township of Lindsay, thus making twenty-three miles of general repairs.

Kaministiquia Bridge.

Owing to the great width of water and quantity of ice which breaks against the bridge, I deemed it necessary to increase the waterway of the principal channel by introducing an additional opening of sixty feet, as also to strengthen other parts of the structure, so as to insure it against injury, and meet the heavy traffic in machinery now constantly being conveyed over this bridge to the various silver mines.

The bridge now has three 60 feet clear openings resting upon piers 8 feet by 18 feet, with cut-water fronts and well filled with stone.

The total cost of the bridge, including the expenditure of last year, is $6,911.93, and for a bridge 714 feet long is by no means excessive.

Manitoulin Island Roads.

In consequence of bush fires, which for some time raged on the island, very serious damage was done to some of the roads, in the destruction of bridges, culverts and cross-ways, necessitating a considerable expenditure beyond that comtemplated or provided in the estimates, in order to preserve traffic over some of the roads.

The number of miles of new road built this year was ten and a-half; and of repairs about thirty-three and a-half miles, upon the following roads :—

Bidwell and Green Bay Road was repaired over three and three-quarter miles of its length, beginning between concessions 6 and 7 of Bidwell, and from thence south to the 3rd and 4th concession line, and thence eastward across what is termed the "Dismal Swamp." The expenditure on this work was $446.93.

On the Bidwell Branch Road, the sum of $142 was spent in repairing one and one-quarter miles from Little Current and West Bay Road southerly.

About one mile was made of the Billings Road, which is on the 12th and 13th concession line, from Mudge Bay Road or Kagawong Lake easterly, the work costing $370 and was mostly through a swamp.

Barrie Island Road was improved somewhat, and some repairs made upon Barrie Island Bridge, at a cost of about $100.

Clover Valley Road, described in report of 1884, was this season ditched for one mile upon one side, and several culverts re-built at cost of $100.35.

Campbell 8th Con. Road.—This was covering a rocky road-bed over one and a-half miles, making it fairly passable for settlers between Mindemoya Lake and Gore Bay, the cost being only $65.

Gore and Providence Bay Road is one of the most important roads on the island, and was much in need of the repairs which it received and which were extended over four and a-quarter miles, at a cost of $402.

Long Bay Road was continued in its construction from the road allowance between concessions 10 and 11 southerly, between lots 20 and 21 to that between concession 12 and 13, and from thence easterly between the last named concessions to the road allowance between lots 15 and 16, a length in all of two and a-half miles, and the outlay $435.

Lake Wolsley Road.—Two miles of this road were built, and three repaired for the sum of $1,125. The work was done in three different sections, to accommodate as far as possible the wants of settlers, and at the same time open the district for development. The road passes through the townships of Gordon, Mills, Burpee and Robinson.

Little Current and West Bay Road, which reaches between Little Current and Mindemoya Lake, was repaired over three and a-quarter miles; Sucker Creek bridge being also built. The cost of the bridge was $60, of which sum the municipality of Howland gave $30. The Departmental expenditure was, for the road and bridge, $530.

Mindemoya and Sandfield Road.—One and a-quarter miles of new road made, and two bridges built; one of which latter after completion was destroyed by fire, and afterwards re-built.

The road is between concessions 4 and 5 of Carnarvon, extending towards Lake Mindemoya; outlay $380.

Muge and Gore Bay Road.—An expenditure was made of $25 in re-building a bridge on this road which fire had destroyed.

North of Scotland Road, opened up between concessions 14 and 15 of Allan township, along the bluff which is on the east side of Gore Bay. Distance two and a-half miles, and cost $180.

Providence Bay Road.—This expenditure of $350 was almost entirely on account of fire, which destroyed all the principal bridges and culverts on the road. The work extended over seven miles.

South Bay Road.—Three and a-half miles improved on this road, which is upon the road allowance between concessions 8 and 9 of Tehkummah. Fire in this case also did much damage; cost $420.

Ten Mile Point Road.—Five miles of road repaired, and a bridge built above the rapids on the 4th and 5th concession line of Sheguiandah, 120 feet long, including approaches. The cost for road and bridge being $409.

Mississaga Bridge.

This structure was built to replace one erected last year, but carried away by the extraordinary spring flooding and ice jams, which occured soon after the bridge was built.

The present one is built about 500 feet up the river from the old site, as it was found after careful examination that it would be better and cheaper to build at this point where the stream was narrower and might be crossed with one span of 200 feet.

Again, from estimates made and received, it was determined that a 200 feet span iron superstructure could be procured and erected for less cost then one of wood, by the Hamilton Bridge and Tool Company. Their offer was therefore accepted, and the bridge put in position by them at a cost of $5,774 upon the superstructure prepared for it.

The cribs which support the bridge have a general length of 26 feet, with cutwater fronts and wing walls, their width being about 12 feet at the base and slightly battered. The height of the east crib is 18 feet from its rock foundation, to which it is securely bolted, and of the west crib 22 feet from low water, where it rests upon 64 piles firmly driven and to which it is well bolted. Both cribs are filled with stone, and the work in every respect is in my opinion, as it is of the inspector and others, satisfactory and workmanlike.

The approach at the east end necessitated an additional truss of 42 feet, so that the bridge has a length altogether of about 260 feet, exclusive of the earth approaches.

Mississaga River Ferry Scow.—The sum of $150 was given towards the construction of a scow to enable settlers to cross the river with their teams at the termination of the Thessalon and Bright road, on lot 10 and between conceessions 5 and 6 of Thompson.

The settlers had purchased an iron rope at considerable cost, but found themselves unable to bear the entire cost of the work. The scow is 12 feet by 34 feet, and 2 feet 2 inches deep, and when loaded with ten teams only sank one foot.

Oliver Road.

This road was repaired from Murillo Station, on the C.P.Ry., to the town limit of Port Arthur, some twelve miles or over, and the whole distance is in a good general condition. The municipality of Shuniah gave $250, which was spent with the Government appropriation.

Parkinson Road.

This road leads towards the township of Parkinson, from the iron bridge built over the Mississaga River this season.

It begins on lot 3, concession 2 of Gladstone, from whence it is made northward to intersect the line between lots 3 and 4, and thence again north between the last named line, to the line between concessions 5 and 6; the length being about four and a-half miles.

This road should be produced so as to reach the good lands of Parkinson.

Point De Meuron Bridge.

In 1873 a bridge was partially built upon the site of the present structure, but before completion the piers and abutments became damaged or displaced by ice and freshet, and so remained till this year.

The total length of the bridge now completed is 350 feet, comprised of two main spans of about 90 feet each and four of about 30 feet each, with approaches.

Unforseen difficulties in building upon old foundations, and the high rate of labour and cost of materials in that district, made the cost of the work much above the sum estimated, but an excellent bridge is secured, and considering its great length and the expenditure in road approaches, the outlay is not excessive.

It is built over the Kaministiquia River, about lot 20 in the first concession of Neebing township, some seven or eight miles up the river from Fort William, and will no doubt assist in developing the farming lands in Blake and other townships.

Port Finlay Road.

Repairs were made over eight and a-half miles, which included a large amount of ditching. The road is from the Great Northern Road through the townships of Macdonald, Laird and Tarbutt Additional to Port Lock, on the lake shore of Huron, North Channel.

Port Lock Road.

Three bridges of 51, 53 and 60 feet spans respectively were built on this road besides 70 rods of crossway and some very heavy ditching; and its length between Port Lock and Dessert Lake—six miles—is now in excellent condition.

Rabbit Mountain and White Fish Lake Road.

The distance between the Oliver Road, where this road begins, and Silver Mountain Mines, where it now ends, is twenty-two miles. Last year, as then reported, there were seven miles and a-half of the portion cut out to be completed, and which has since been done, and the first twelve miles of the road are now in good order for general traffic.

The remaining ten miles have been chopped out sufficiently to allow winter traffic over it to the mines, and all the necessary bridging has been done, but requiring a considerable expenditure yet to make a good road.

The Silver Mountain Mines Company contributed $1,000 towards the cutting out of this latter portion, with the understanding that next season it be finished as a summer road.

The overseer says this section passes through some good agricultural lands.

Rainy River Road.

This road was made last year from Fort Frances thirteen miles. This season twenty-six miles were made, continuing it down the river, and generally upon the road location made by the Dominion Government about eleven years ago.

The road is chopped out 40 feet wide and made as a fair winter road, while the portion built last year was more or less improved throughout, and at the present termination a narrow road was cut to the river for the use of the inhabitants.

The overseer, in his report, suggests that the work be continued to the mouth of Rainy River, forty miles, or at any rate he says it is important that at least eleven or twelve miles be made, so as to reach about six miles below "Sault Rapids," to what is known as Cameron's farm.

The report concludes as follows: "I may add also that the land along the river as far as I went, is very well adapted for agricultural purposes, and capable of being successfully farmed, and I have every reason to believe that it continues so to the mouth of the river."

Rat Portage and Keewatin Bridges and Road.

The object of this work was to connect by road the villages of Rat Portage and Keewatin, and which is now largely accomplished.

The chief undertakings were bridging two outlets of Winnipeg River, and construction of a breakwater of timber at the foot of the Canadian Pacific Railway embankment near Rat Portage, which was the only reasonable point where a road could be made.

The breakwater is 445 feet long, formed of piers having 24 feet centres, and built 6½ feet higher than the general water line. It is planked over its whole length, and finished with a hand railing, while each pier is filled with stone for greater security and stability.

Over the first river outlet a floating bridge is made 360 feet long between piers, which latter are of square timber 12x12, built five feet above the water and filled with stone.

The floating portion is formed of white pine logs averaging 18 inches in diameter, and 16 feet long, placed four feet apart, centre to centre. Above these logs are four stringers bolted to each cross timber, and the whole covered, first with 2-inch plank 16 feet long, and upon this a second 2-inch plank 12 feet long is laid diagonally for the waggon road. It is finished with a hand rail, and the whole structure properly anchored and otherwise made secure.

Hinged aprons lead to and from the bridge at each end, which rise and fall with the water. The whole length, including the approaches, which are also covered with plank, is 408 feet.

The third structure, which spans the second outlet, is a truss bridge, composed of four 50-feet clear spans, and six 22-feet spans, which, with the approaches as planked, make a length of 557 feet.

Owing to the strong current the building was very difficult, but notwithstanding this a strong and substantial bridge has, I believe, been secured.

A road was also made through Tunnel Island, and between the two last named bridges, and the road formed to Rat Portage, so there is now a road giving access by team or on foot from place to place, which before did not exist.

From my personal knowledge I can report a large amount of work accomplished for the money spent.

St. Joseph Island Roads.

The appropriation for this island was spent in the oonstruction of portions of three different roads, namely, the sum of $600 in building a mile and one-quarter on the A concession line from Hilton Road north-westerly; $820 upon the H and I line from Centre Road, between lots 10 and 11, north-easterly to the middle of lot 20, nearly two miles and a-half; and about $640 on the Tenby Bay Road in building a mile and a-half, from lot 9, concession 7 to the bay, on lot 2, concession 7; a total of five and a-quarter miles of new road.

Road-building here is usually of a heavy and expensive character, involving a great deal of ditching, which is done in place of cross-waying, and is of course preferable.

Thessalon and Bright Road.

An expenditure of about $600 in making general repairs over the road through the townships of Thessalon and Bright, about five miles in all, besides some bridge repairs.

WEST DIVISION.

Alsace Road.

Two portions of this road were made, one east and the other west of the Rosseau and Nipissing Road.

The easterly portion is from the termination of last year's work easterly one mile and five-eighths, to lot 24, the road being between concessions 10 and 11 of Himsworth; while the westerly part is from the Rosseau and Nipissing Road, between lots 190 and 191, westerly, crossing lot 190 to its west boundary, a length of one and a-quarter miles, or a total of nearly three miles of road.

Baysville and Huntsville Road.

Repaired from the sixth concession of the township of Brunel northerly, two and three-quarter miles.

These repairs are of a permanent nature, and puts the road in a very fair condition throughout.

Beaumaris Bridge.

A bridge connecting Tondern Island with the main land on the Point Kaye Road in the township of Monck.

It is 400 feet long, and cost $400, of which sum the county contributed one-half.

Black River Bridge,

On the line of the Peterson Road, is a structure 88 feet long, comprised of two spans 37 and 27 feet each, resting on three piers, each about 11 feet high.

The centre pier is rock-bolted to secure it against danger as this Black Creek is of a somewhat hazardous character.

The bridge cost more than anticipated, and is explained in the difficulty in procuring timber.

Brandy Creek Works.

The blasting of rock in the bed of this creek to lower the water and prevent the flooding of roads in the district.

The work is in the township of Watt, Muskoka district.

Burk's Falls Roads.

This grant was to assist the Council in opening up roads from the Railway Station, on lot 8, concession 9, of Armour, and cutting down a hill between Burk's Falls and the station. The work was under the supervision of the municipality—half a mile of road.

Burpee Road.

Continued from last year's work, lot 12, concession 5, of Ferguson township, to the centre of lot 12, in concession 8, of the same township—two miles of very heavy work.

Cardwell Junction Road.

These repairs were mostly upon culverts and crossways, which were destroyed or damaged by floods, and extended over above five miles of the road, from the Muskoka Road westerly.

The road is on the town-line between Perry and Chaffey, and is a most useful and important one to the settlers of McMurrich, leading, as it does, to Novar Station on the railway.

Chaffey (*20 and 21 Side Line*) Road.

This expenditure was made under the supervision of the Township Council, and the work is said to be very fairly done.

It is through concessions 12, 13 and 14 to the north boundary of Chaffey, about one and a-quarter miles of construction.

Christie Road.

Five and a-half miles of this road repaired, the improvements now reaching from Parry Sound to lot 27, concession 9, of Christie, or practically to Edgington P. O.

A bridge at the Edgington Narrows was entirely rebuilt at a cost of about $250, which is included in the expenditure of $1,550.17.

This road is an important one, being the main east and west highway from Parry Sound and Georgian Bay to the new railway.

Conger Bridge.

This was a small job given to open a way through lot 1, concession 9, of Conger, to the Port Carling or Lake Joseph Road.

Cooper's Falls Bridge.

This was a work rendered necessary through the destruction by flood of a culvert and embankment built last year on the Dalton and Washago Road.

Denville Swamp Road,

On the road allowance between concessions 4 and 5 of the Township of Strong, was continued this season from lot 10 to lot 4, and two bridges were built, one having a span of 32 feet and the other 37 feet.

Length of road built a mile and three-quarters.

Distress River Road.

An extension two and a-half miles easterly from opposite lot 5, and between concessions 10 and 11 Strong township, to lot 14 on the same concession line, or as far east as at present appears necessary for settlement purposes.

Draper and Gravenhurst Road.

A little over three miles of this road has been constructed from Housey's Rapids, in the third concession of Ryde northward, between lots 25 and 26, through the township, and two and a half miles of what is known as the Draper and Ryde town line road was repaired, beginning at lot 8 on the town line and working easterly.

A bridge was also built on the line of this latter road, 165 feet long and 10 feet high, well finished, with hand railing, etc.

Eagle Lake Road.

This is four miles of well made road, from the Muskoka road near Upland's easterly to South River on the road allowance, as nearly as practicable, between concessions 2 and 3 of Machar township, and reaches the Callender Junction Railway.

Ferguson Road,

Was begun at Lorimer Lake road on lot 7, between concessions 4 and 5 of Ferguson, and produced easterly one mile, crossing lots 6, 5 and 4 in the fifth concession, there meeting an old lumber road which leads to McKellar, the settlers' market.

Fish Bay Road.

An expenditure in repairing the road between Nipissing Village and Fish Bay, the steamboat landing on Lake Nipissing.

Golden Valley Road.

A road located in 1884, and in my report fully described. Last year two and three-quarter miles were built, and this season four miles were added to its length, beginning at lot 4, between concessions 8 and 9, of the township of Pringle, and ending on lot 13 of the same concession line, in Mills township. This road opens a good section of land, and ought to be continued until it intersects the Mills road.

Himsworth Bridge.

A bridge over East River, in the township of Himsworth, built in 1884, and carried some distance down the river by the freshets. The present expenditure of $319.48 was for replacing the bridge and repairing the road.

Joly Bridge.

A small expenditure for repairs

Junction (*No. 1*) Road.

Repaired over six miles, from one mile and a-half west of Spence, on the Rosseau and Nipissing Road westerly.

Katrine Bridge,

Which is on the Muskoka Road at Katrine, was raised 8 feet above its former level, to permit the passage of steamboats from Doe Lake to the railway. It involved the formation of heavy approaches at each end containing nearly 1,000 cubic yards of earth filling, and the use of a large amount of timber.

Kearney, or Sand Lake Road.

Repairs made over two and a-half miles, beginning about half a mile form Kearney P. O.

The chief work was rebuilding bridges and raising the road bed above the general flood line, which on portions of the road is a serious difficulty.

Lake Joseph, or Port Carling Road.

On the Port Carling road proper, repairs were made from lot 17 concession 12, Monck, to lot 26 concession 13, two and a-half miles, and it was also repaired over about five and three-quarter miles from the Muskoka Road westerly. In addition to this, one and a-half miles repairs were made on the Point Kaye Road from the main road westerly.

Leg Lake Road.

A short road begun last year in the township of Wood, and this season a further sum of $150 was paid for its production westerly towards the settlement which the road is intended to serve.

Macaulay Road.

The sum of $1,500 granted by the Legislature was expended in repairing twelve miles of the road, beginning about two miles from Bracebridge and working towards Baysville.

In addition to the above, about $700 was spent in making a little over a mile and a-quarter of new road as a diversion to avoid the necessity for building a new bridge over the Muskoka River, which had become dangerous, and would have cost at least $2,000 to replace.

The new road was begun on lot 6 concession 3 Macaulay, and constructed through the said lot, and through the same lot in concession 4, intersecting the old road about six chains south of the road allowance between concession 4 and 5, and is said to be a most satisfactory work.

Macaulay (*25 and 26 side line*) Road.

This expenditure was for about 100 rods of ditching and cross-waying so as to connect with the Port Sidney Road, and thus allow settlers to reach the mills at Mary Lake.

Maganetawan Road.

Three miles of new road have been made this season, from lot 8 to lot 18 on the road allowance between the fourth and fifth concessions, as nearly as the country would permit, it being a somewhat rough and broken district.

Four and a-half miles of the oldest portion of the road were very well repaired, working from Maganetawan easterly, one-half of which being diversions was equal to new work.

Maple Island Bridge.

This bridge is over a branch of the Maganetawan River, on the Northern Road, township of McKenzie, and the rebuilding of it an absolute necessity, as the former one was decayed and unsafe. It is now a 60-feet clear span supported by piers 8 feet by 16 feet and 20 feet high. It was built at considerably less cost than of some offers made by tender from parties living in the vicinity, and is doubtless a much better bridge than would be built by contract.

Mills Road and Bridges.

Two small bridges on the road were swept away by the spring floods, entirely stopping traffic over the road. They were rebuilt, and some portions of the road repaired. One bridge is in the township of Ferrie, and the other in the township of Mills.

Monteith and Perry Road.

The chief work this season was a deviation three and a-half miles long, in order to secure a good and almost level location, instead of the former one, which was both hilly and rocky. The diversion is from lot 27 concession 11 McMurrich, southerly through lots 27 and 26 to the road allowance between concessions 10 and 11; thence easterly, encroaching upon the fronts of lots 25 to 22 inclusive, after which it follows as nearly as may be the said concession line to the Stisted Road between lots 15 and 16. The work is not fully completed, the grant being sufficient to make it a good winter road only.

A bridge was also built over Bass Creek, on this same road, in lot 9 of concession 11, 100 feet long; and a small sum, $92, was spent upon repairs near Kearney.

Muskoka Road.

Extended northward between lots 20 and 21 to the road allowance between concessions 4 and 5, of Machar, one and three-quarter miles. The work was heavy and expensive. An extra outlay of about $150 was required to repair damages north of Huntsville, caused by a freshet.

Northern Road.

Three and a-quarter miles, from the Rosseau and Nipissing Road at Commanda southward, were repaired in a very permanent manner.

North-West Road.

On this road also, three miles of excellent repairs were made, from one mile northwest of Parry Sound north-westerly. This is a very expensive road to keep in order, being rough and rocky.

Oakley Bridge.

A job given to cover and make some necessary repairs, as the bridge was in a dangerous state.

Oka Road.

The continuation of this road was commenced at lot 1 of Gibson, and extended westerly five and a-quarter miles. The work is of a somewhat cheap character, but the centre of the road has been well grubbed, and the road chopped out 30 feet wide.

Parry Sound Road.

The work here was chiefly raising a long flat near Ashdown, which each year was submerged, making travel dangerous. The length was 1,200 feet; some repairs were also made on the town line of Watt.

Peninsula Lake Road.

On this road the work was begun at the east boundary of Brunel, in the thirteenth concession, and produced southerly along the said boundary to the old Peninsula Lake Road at the tenth concession, one and a-half miles. In addition, half a-mile of the old road was repaired through lots 28 and 29 in the eleventh concession of Franklin.

Portage Road,

Which may also be called the Peninsula Road, was repaired for three and a-half miles from "Cane's Corner's," lots 15 and 16 concession 12, Franklin, on the Muskoka and Bobcaygeon Road, south-westerly to the line between lots 24 and 25 in the tenth concession; and from thence north over the portage from Lake of Bays to Peninsula Lake.

Peterson Road.

This road was in bad condition, and the overseer who built Black Creek Bridge, was allowed to repair the worst places, over about four miles, near Uffington.

Restoul Lake Road,

Begins at lot 14 concession 8, township of Nipissing, and has been produced westerly on the road allowance between concession 8 and 9, two and a-half miles, terminating on lot 21. The work was heavy and expensive, but the road is well constructed.

Rosseau and Nipissing Road.

Repaired from North Seguin River, southerly over ten miles, and being chiefly the repairing of broken crossways and culverts.

Ryerson Centre Road.

This appropriation of $500 was for the purpose of improving and completing the road to its intersection with the Maganetawan Road, on the line between lots 10 and 11, and north boundary of the township of Ryerson. The work was effected, and was chiefly grubbing and ditching, extending over one and three-quarter miles.

Ryde Centre Road.

This was a road begun in 1882. This year the work was produced southerly, continuing on the road allowance between lots 5 and 6 to the fourth and fifth concession line two miles. A lot of crosswaying and ditching was done.

Seguin River Bridge.

Begun last year and now finished. Its entire length is 330 feet, and said to be a fine structure. The river is a most treacherous one and required expensive additions to guard against the floods.

Sinclair and Bobcaygeon Road.

This is a new road and was located last year. It commences at lot 5, concession 5 of Sinclair, and thence north-easterly, through lots 5, 4, 3, 2, 1 and lot 14 of concession B of Bobcaygeon Road survey, to intersect the Bobcaygeon Road; thence northerly on the old road half a-mile, and again the location is continued easterly, towards the township of Finlayson, to meet the requirements of settlers in that township. This year's work is two and three-quarter miles of construction, and three-quarter miles of repair.

South Armour Road,

By error designated in the estimates the East Armour Road, was produced from the end of last year's work, lot 28, between concessions 4 and 5, Armour, easterly, on or near the concesion line, to lot 3 on the same line in Proudfoot, when it was diverted northerly a little to avoid some rocky ranges. The length constructed is nearly three and a-half miles.

From said point of ending, a winter road one mile long was chopped out so as to connect with Kearney No. 1 Road, on lot 7, between concessions 5 and 6 of Proudfoot.

Stephenson Town Line Road.

Repaired from lot 17, concession 1, Brunel, about four miles.

Fire in this instance had destroyed many of the crossways and culverts, which are renewed or repaired.

Stephenson (*12 and 13 Con.*) Road.

This work was across lots 28 and 29, and between concessions 12 and 13 of Stephenson, and through a large and heavy marsh, which made it impossible for the settlers without assistance to form it into a road. The work had been asked for repeatedly.

Stisted South Town Line Road.

This is an important connection between the Stisted and the Muskoka Road, in length altogether about six miles. There was a short distance uncompleted at the end of last season, which is now done, and the road opened throughout in a very satisfactory manner. It was about three-fourths of a mile of work, chiefly crosswaying and ditching.

Stisted Swamp Road.

Nearly three-quarters of a mile of heavy swamp and crosswaying, opposite lots 7, 8 and 9, between concessions 4 and 5 of Stisted.

Westphalia Road.

Three and a-half miles have been added to the length of this road, as a production easterly towards South River on its original line, between the 2nd and 3rd concessions of Gurd, and is now therefore extended as far as lot 21.

It leads to Trout Creek Station on the railway, and is in consequence an important highway for the public.

Whitestone Valley Road.

A road from the Northern Road, westerly, through the township of McKenzie and begun in 1881.

This season the appropriation was required for two bridges on the line, which could not be built last season for want of funds. They are substantially made, and portions of the road graded and improved on the parts built previously.

Wood Road.

A short new road beginning on lot 32, concession 12 of Morrison, and from thence west half a-mile, and from thence again north and west to Morrison Lake, near the 17th and 18th concession line of Wood. Three miles were built this year. The County Council of Simcoe contributed $100 towards the work.

EAST DIVISION.

Addington Road.

Seventeen miles repaired from three miles south of the Canadian Pacific Railway crossing northward to the village of Cloyne.

For many years changes have been made in the location of the southern part of this road, and while yet uneven in many places, it is now thought to be upon the best selection possible.

Anstruther Bridge and Road.

The chief work here was the bridging of Eel Creek, with a structure 100 feet long and main opening of 31 feet, the main abutments being 13 and 14 feet high respectively.

With the balance of the appropriation the road was completed and opened for traffic. The work has been reported from time to time in earlier reports, beginning in the year 1881 when the first expenditure was made.

Algona and Hagarty Road,

Is between lots 25 and 26 of South Algona, and was made through concessions 6, 7, and 8 this year, one and a-half miles.

Alice Road.

About one mile very permanently repaired and being on the road allowance between concessions 12 and 13 of Alice, from lot 26 to lot 29.

Alice and Fraser Road.

This road is between the 13th and 14th concessions of Alice, and was opened from the town line between Alice and Fraser easterly three miles.

It had been partially defined before but was not travelable.

Bagot and Renfrew Road,

Is from lot 29, concession 10, to lot 30, concession 5 of the township of Bagot, ending at the boundary between Bagot and Admaston. Its length of four miles was repaired thoughout. Previous to this work it was little more than a trail.

Barrie Road.

The work in this instance was renewing a bridge near Perry's Mill. Its length is 156 feet without the approaches, and composed of openings of 41 feet, 43 feet, 25 feet and 23 feet, supported by cribs 8 feet by 16 feet, and 14 feet high at the centre. It is represented as an excellent structure and a credit to the overseer.

Bedford Bridges.

A grant of $300 was made to assist the municipality of Bedford, in building and repairing bridges in their township. One-half of the amount has been paid over upon their representations that the work was in progress. The balance was held awaiting the report of completion of the work, which has not yet been received.

Bells Rapids and Carlow Roads.

On the first-named road repairs were made from a point about a mile and a-half north of the Peterson road, two miles northward; while on the Carlow Road the repairs were from Combermere southerly, three miles.

Blairhampton Road.

This work was begun between concessions 4 and 5 of Minden, at lot 12, and continued from thence north-easterly, through lot 12 in concession 5, and lots 13, 14 and part of 15 in the 6th concession; thence easterly across lot 16 and part of 17, and thence north-easterly through the balance of 17 and whole of lot 18 in the 7th concession, in all a length of a mile and a-quarter, which was graded and otherwise improved.

Bobcaygeon Road.

Three miles of repairs in the township of Harvey, southerly from one mile south of its north boundary.

Bonnechere Road.

A work consisting of four and a-half miles of repairs, and being from lot 10 in concession 17, to lot 20 in concession 21, of the township of Grattan.

Brudenel (*16th Con.*) Road.

This was an existing road, but in a very dilapidated condition. It is now repaired for two and a-half miles, upon the following location:

Commencing at the Opeongo Road, on the line between Free Grant lots 270 and 271, and from thence north on the said line, to that between lots 20 and 21 in the 15th concession; and again north on the line between lots 20 and 21 to the north boundary of Brudenel.

Buckhorn Road.

Repaired from the Monck Road, northerly, to the north boundary of Glamorgan and again westerly half a mile.

Again it was repaired from lot 18, concession 12 of Cavendish, southward into the township of Harvey, eleven miles, making eighteen miles of repairs altogether.

Burleigh Road.

Improved between Apsley and Burleigh Falls—twenty miles; and the road reported as in a good state of repair over this distance.

Burnt River Bridge.

A bridge on the Snowdon Road, between Minden Station and Monck Road, and which during last year's freshets moved from its place. In re-building it the whole structure was raised three feet higher than formerly, thus making it secure against further danger.

Callender Station Road.

A continuation of last year's work, and is constructed on the road allowance, between concessions 8 and 9 of Bonfield, to the road allowance between lots 30 and 31, and from thence northward on the last named road allowance, to that between concessions 6 and 7; two and a-half miles of new road.

Chandos Road.

Repairs upon a bridge over Deer River in the township of Lake; the expenditure was only $67.

Clear Lake Road.

This road is about the edge of Clear Lake, in the township of Sebastopol, and was repaired to the Eganville and Foy Road, about three and a-half miles.

District Line Road.

One and a-half miles of repairs, from Shaw's Mill southerly towards Eganville, the work dating from lot 11 Wilberforce.

Douglas and Scotch Bush Road.

Repairs in the township of Bromley, from lot 52 Bonnechere Range eastlerly, along the south side of Bonnechere River, two miles and a-quarter, well graded throughout.

Douglas and Renfrew Road.

Two miles repaired from Douglas, southerly.

Dummer Road.

Repaired from lot 19 to lot 31 in the 9th concession of the township of Dummer, four and a-half miles.

Dungannon Road.

Two years ago, as then reported, this road was chopped out as a winter road Last year about $200 was spent upon it, and this season a similar amount, which has finished the work, leaving it in good condition throughout its length of three miles.

Eganville and Foy Road.

One mile of repairs in the township of Grattan, from the 21st concession southerly.

Frontenac Road.

Work was commenced upon this road at "Soule's Corners," in the Township of Olden, and extended ten miles and a-half northward, to within about one mile of Gull Creek.

The road was very much out of repair and greatly in need of this expenditure, $1,008.43.

Golden Lake Road.

This is an easterly portion of the Pembroke and Barry Bay Road, and is from lot 20, between concessions 10 and 11 of the township of Alice westward. The distance improved this season is seven miles.

Grant Settlement Road.

This road is on the road allowance between lots 5 and 6 of the township of Ross, and was this year built from the west end of the 7th concession eastward, to the 10th concession, a length of three a-half miles of almost new road.

Grattan *(20th Con.)* Road.

This also is new work from the town line, between Grattan and South Algona, through concessions 21 and 22 of Grattan—one and a-half miles.

Grattan *(14th Con.)* Road.

A road from the Perrault Settlement Road, and beginning between the 14th and 15th concessions, and proof line between lots 20 and 21, from whence it is made one mile easterly, crossing lots 20 to 18, both inclusive.

Grattan and Clontarf Road,

Is through lot 23, from concession 15 to concession 17. Two miles of excellent repairs in Grattan township.

Hagarty and Brudenel T. Line Road.

This road begins between concessions 14 and 15 of Brudenel, and extends northward between lots 3 and 4 to the north boundary of the township, and thence easterly to the east boundary of the same. It is then made north-easterly through lot 1, concession 1, of South Algona, to the point of division between lots 1 and 2, and from thence northward between lots 1 and 2 to the third concession—two and three-quarter miles.

Hastings Road.

These are repairs from Rathbun Station, on the Central Ontario Railway, northward over ten miles.

The traffic over this section of the road is very heavy, and it was found that the settlers were unable to put it in proper repair.

Hinchinbrooke Road.

Work commenced on the boundary between Camden and Portland at the eighth concession of Camden, and repairs made from thence north along the said boundary half a mile; thence across the north-west corner of Portland through lots 25 and 26, in the fourteenth concession, to the boundary between Portland and Hinchinbrooke at the tenth concession, and from thence north on the last named concession to lot 6—four miles of repairs.

Hyde's Chute and Sanson Road.

Repaired sixteen miles from the Madawaska River to Sanson's, on the Opeongo Road, and the work well reported of.

Ingoldsby Station Road.

A road from Ingoldsby Station, on the Victoria Railway, northward on the line between lots 26 and 27, through the fourteenth concession of Snowdon, and first two concessions of Minden.

This distance is two miles, which was well repaired throughout.

Jones' Falls and Battersea Road.

Two and a-half miles very thoroughly repaired, from the boundary line between South Crosby and Storrington, southerly, towards Battersea, with some slight repairs near Jones' Falls, in South Crosby, County of Leeds.

Lavant Road.

Repairs upon this road were commenced on the town-line between Darling and Lanark, at the second and third concession line, and continued to that between concessions 8 and 9 of Darling—four miles.

Repairs were also made over eight miles of the older portions of the road from about two miles west of the boundary between Darling and Lanark, westerly—twelve miles of repairs altogether.

Lonsdale and Bridgewater Road.

The work upon this road was begun in the township of Tyendenaga, between the sixth and seventh concessions, and produced northward between lots 30 and 31, to the eighth and ninth concession line, from which point it was continued eastward on the line between lots 30 and 31 to the point of division between lots 33 and 34. From this it was made north-easterly, diagonally through lot 34 to the ninth and tenth concession line; thence again eastward on the last named concession line to the line between lots 35 and 36, and from thence northward between the last named lots to the boundary between Tyendenaga and Hungerford, a distance altogether of five and a-quarter miles.

One mile of the north portion of the road is new work, and the balance repairs and improvements of the portions previously built.

The County of Hastings contributed $300 towards this road, which will appear as a refund into the Treasury.

Madawaska Bridge.

An expenditure of about $85, made in securing iron and material from a bridge destroyed by fire last year.

McClintock Road.

A new road in the township of McClintock, begun on the line between lots 4 and 5 in the fourteenth concession of the township of Sherbourne, and produced north-easterly to the line between lots 10 and 11 in the third concession of McClintock, a distance of four miles made anew.

The inspector says there are a number of settlers in McClintock who will be greatly benefited by this road, and a continuation of it is very desirable.

McCool's Road.

Last year eight miles of this road were opened as a cheap winter passage, and this season eight and a-half miles additional have been opened in a similar manner, commencing at lot number 7, between concessions 4 and 5 of Calvin, and from thence westerly on the concession line to that between lots 20 and 21; thence south on the line between lots 20 and 21 to concessions 3 and 4; thence on this concession line to lots 30 and 31; thence again north between lots 30 and 31 to the fourth and fifth concession line; thence north-westerly, meeting the sixth and seventh concessions at the point or stake between lots 33 and 34; then following the concession line last named to the boundary between Calvin and Bonfield.

McKenzie Lake Bridge.

Is built over McKenzie Lake Creek, twelve miles north of Maynooth. It is 180 feet long, well and solidly constructed, and the approaches made of compact stone work.

Mattawa and Temiscamingue Road.

A production two miles farther along the Ontario side of the Ottawa River.

A substantial bridge 75 feet long, and main span of 35 feet, was built over a stream which crosses the road.

Miner's Bay Road.

The whole length—nine miles—of this road was repaired from the Bobcaygeon Road to Miner's Bay on the Cameron Road, and now reported in a good state of repair.

Mississippi Road.

Repaired from the Frontenac Road for seventeen miles, and from the Carlow Road westerly to the township of Mayo three miles, making twenty miles of repairs.

Monck Road.

These are repairs from the west end of the Monck Road easterly over some four miles, consisting chiefly in graveling and grading, as this section of the road was low, and required elevating.

Monmouth Road.

In 1881 the construction of this road was first begun, and was continued for the two following years, till nine miles were made. These nine miles were repaired this season, and in addition it was built from lot 20, concession 14, of Monmouth, easterly to lot 30, crossing the outlet of Otter Lake on lot 25, which was bridged with a structure 230 feet long, and average height above water of about seven feet. The length of this second portion is three miles, of which two were entirely new, the third mile having previously been chopped by the settlers.

A third section was also made, three miles long, from the Burleigh Road on the town-line between Monmouth and Cardiff easterly, on or near the line between concessions 21 and 22, to lot number 10. On this portion a high crossway was built over the outlet of Burnt River 175 feet long, constructed mostly of cedar. The expenditure, therefore, of $1,100, has constructed three miles of road and repaired twelve.

Monteagle and Bartlett Roads.

The Monteagle Road has been repaired and otherwise improved over seven miles of its length, that is, from about a mile and a-half east of the Hastings Road northerly. Of this distance three miles had been cut out by the settlers and four by the Department as a winter road, and the expenditure this season has completed the work.

There is yet one mile to be made to connect with the Peterson Road.

The Bartlett Road, which is a branch from the first named road, was repaired for three miles.

Mud Lake Road,

Commences on the town-line, between Grattan and South Algona, at the intersection with the fourth and fifth concession. It is repaired from this point southerly, on the town-line, to the road between concessions 22 and 23, and then on the last named road across lots 36 to 33 inclusive—about two miles of repairs.

North Bay and Temiscamingue Road.

This season the road was constructed from about the centre of concession A of Widdifield northward on the line between lots 16 and 17, through concessions A and I; thence east between concessions 1 and 2 to lot 14 ; and thence again north between 14 and 15 through concessions 2, 3 and 4—six miles, of which length the first four miles are completed in all respects, and the last two chopped out 60 feet wide, and made as a winter road.

There are settlers now living at, and near the north boundary of the township who are yet without a road, so that its extension northward is desirable.

With regard to the quality of the land, the overseer says that though not first-class, its favourable situation, and the railway facilities make it a desirable locality for settlement.

Opeongo Road.

Through the township of Sherwood, this road was originally built over what are known as the "Prussian Hills," but which were so rugged and steep as to make the road at that part almost impracticable for general teaming.

A diversion of six and a-half miles has this season been made to avoid the hills, with, I believe, very satisfactory results.

It begins at Free Grant lot 214, and is upon the north side of the road, and constructed westerly.

Six miles of the old road were repaired between Foy's and Plant's hotels.

Opeongo and Rockingham Road.

This is a road from the Opeongo Road to the village of Rockingham, beginning at a point about six miles west of the village of Brudenel.

About six miles of repairs were made.

Palmer Rapids Bridge and Road.

Chiefly the completion of a bridge partly built a few years ago, and left unfinished for want of money. The length of bridge with approaches is 412 feet, and is over the York branch of the Madawaska River, on the line of the Palmer Rapids Road.

The road was also made to intersect the Carlow Road, in the county of Hastings, and is constructed on the seventh and eighth concession line of Carlow, and the original road was repaired between the Peterson Road and Madawaska River, six and a-half miles.

Papineau (*Concession B*) Road.

A continuation of work begun last year, and is produced easterly along the west end of concession B, one mile, The work is understood to be very heavy, accounting for the short distance completed.

Paudash Lake Road.

A road beginning at the Monck Road about two miles west of the village of Bancroft, and in the township of Faraday. It is made from thence in a south-westerly direction to lot 13 in the eleventh concession; thence west to lot 23 in the same concession, and again south-westerly to lot 33 in the eighth concession, a length of six and a-half miles. It had been cut out by the settlers but was not in a condition for general traffic as it now is.

Pembroke and Barry Bay Road.

Repaired from lot 20 between concessions 10 and 11 of Alice, eastward five miles.

Pembroke and Mattawa Road.

The building of a bridge over McKay's Creek, which was destroyed last year, was the principal work in this case, while some three and a-half miles of the road from the bridge easterly were more or less repaired.

The bridge built is 98 feet long, with opening of 38 feet and piers about 10 feet high.

A good deal of work appears to have been done for this outlay of $598.

Perrault Settlement and Opeongo Road.

This is in reality that portion of the old Perrault Settlement Road which is from the Opeongo Road north-easterly. It is one and a quarter miles of repairs.

Perrault Settlement and Sanson Road.

Commences on the road allowance between concessions 8 and 9, and is on the line between lots 20 and 21 of Grattan, to the Opeongo Road.

The work this season was through the seventh and eighth concessions, a mile and a-quarter of construction.

Perth Road.

On the portion of this road which lies between Buck Lake and Bedford Mills, three different points were, by reason of the waters of Rideau Canal, annually flooded. These points have all been improved by raising the road bed above the water line, and the road was also generally repaired for nine miles, from a point about four miles north of "Stone's Corners" north-easterly, and the work reported as highly satisfactory.

Point Alexander and Bass Lake Road.

A further production of the road from the end of last year's work along the line between lots 10 and 11 concession B, township of Rolph, westerly towards the Canadian Pacific Railway, one and a-half miles of new road.

Roche Fondeau Road,

Begins on the south boundary of Westmeath, on the road allowance between the eighth and ninth concessions, and was continued northward two miles. It also is new work.

Ross Road.

This road is between the fourth and fifth concessions, and from lot 16 to lot 21, in the township of Ross, and is two miles of repairs.

Ross and Bromley Town Line Road.

Three miles of a cheap winter road, built from lot 5 to lot 13 of Ross, on the town line between Ross and Bromley.

Ross and Bromley Boundary Road.

Another portion of the last-named road, from lot 26 concession 1, northward. Two miles of very permanent work.

Scott Road and Bridge.

The bridging of Paudash Creek was the chief work. It is about 100 feet long, with main opening of 50 feet, and is about 13 feet high above the water.

Some improvements were made on the road near its intersection with the Burleigh Road, in grading the hills and in other ways guarding against accidents.

Sharbot Lake Road.

This road has been very thoroughly repaired over the two miles which were roughly opened last season and the previous one.

Shamrock and Calabogie Road.

This begins at Shamrock, on the Opeongo Road, and is from thence south on the line between the tenth and eleventh concessions, of the township of Admaston. The repairs extended two miles and a-half, and are said to have been very well made.

Shamrock and Douglas Road.

This road was repaired over its whole length of ten miles, beginning at the intersection of the eighth and ninth concession line of Admaston, with the boundary line between Admaston and Bromley, and extending to the Opeongo Road.

Silver Lake Road.

A new road opened on the fourth and fifth concession line of South Algona, through lots 22 to 25. It was three quarters of a-mile of low-lying land, requiring a large amount of cross-waying.

Snowdon (*10th and 11th Side Line*) Road.

The position of this road is as follows:—Commencing at the Monck Road and south boundary of Snowdon; thence northerly between lots 10 and 11, to the line between concessions 1 and 2; thence easterly on the last-named line to the line between lots 11 and 12; thence north on the last-named line to the fourth concession; and thence north-westerly again to the line between lots 10 and 11, a distance altogether of three miles, of whieh the first half was repairs and improvements, and the remainder new work.

Stanhope (*15 and 16th Side Line*) Road,

Begins at the Peterson road, and runs north between lots 15 and 16 of Stanhope to Beech Lake. It is two miles long and had been opened some years ago, but was so much grown up as to make these improvements necessary.

Stafford Road.

This is between lots 3 and 4 of the township of Stafford, and through the fourth and fifth concessions a mile and a-quarter. The work was general repairs and completion of the road.

Sturgeon Falls Bridge.

Built over Sturgeon River, immediately above the falls and now within the limits of the village after which the bridge is named. It is an iron bridge and spans the river with one span of 130 feet. It rests upon timber piers about 12 feet high, built upon a rock foundation, to which the piers are firmly rock-bolted and filled with stone.

The superstructure was furnished by the Hamilton Bridge & Tool Company, and erected by the company for the sum of $3,280, the balance of the expenditure being for the cribs and approaches. The whole work is very satisfactory.

Trout Lake and Folger Road.

This is a new section on the road allowance between concessions 2 and 3 of South Canonto, between lots 30 and 35. Its length is one and a-quarter miles.

Vennachar Road.

Improved from Vennachar five miles, and put in very good condition.

Wollaston and Faraday Town Line Road.

It was the intention to construct this road on the town line, but it was found to be impracticable, and the following line was adopted :—Commencing on the town line at lot 34, and from thence north-westerly across lots 24, 25 and 26, to the second and third concession line of Faraday ; thence on the last-named line to lot 32, three miles of new road.

Waugh Road.

The Waugh Road is on the north side of Gull Lake, and mostly in the township of Lutterworth, extending from Minden village to Moore's Falls P. O., where it unites with the Cameron Road. Two miles of a very rough portion of it were repaired, from the boundary between Anson and Lutterworth to lot 11 in the fourteenth concession of the last-named township, and a bridge was built over Bob Lake Creek on lot 13, concession 14, 125 feet long, height 11 feet and main span 30 feet.

Wilberforce (*12th and 13th Concession*) Road.

This work is really on the line between lots 5 and 6 in the eleventh and twelfth concessions for nearly a mile, and the balance of the work on the last-named concession. About a mile and a-half of repairs.

Wilberforce (*20th Concession*) Road.

This road is on the concession road allowance between 20 and 21 from lot 34, westerly to the line between Wilberforce and South Algona ; thence north-westerly into the township of Algona, again to intersect the town line about one-third of a mile north of the nineteenth and twentieth concession, and thence again to the boundary line. It is about a mile and a-half of new work, and includes the erection of two small bridges, having spans of 20 and 30 feet respectively.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS, 1886.

——	Cash.	Supplies from Department.	Total.
North Division.	$ c.	$ c.	$ c.
Ansonia ..... Bridge	32 40	.....	32 40
Barr River ..... do	195 85	.....	195 85
Basswood Lake ..... Road	875 65	124 59	1000 24
Blind River ..... Bridge	624 20	99 05	723 25
Cockburn Island ..... Road	515 97	.....	515 97
Coffin, No. 1 ..... do	201 91	.....	201 91
do No. 2 ..... do	994 42	.....	994 42
Coyne's ..... do	891 18	125 34	1016 52
Day Mills and Bright ..... do	364 28	.....	364 28
Galbraith, 3rd Con ..... do	499 35	.....	499 35
Gosse's Creek ..... Bridge	206 25	.....	206 25
Grand Portage ..... Road	895 25	125 34	1020 59
Indian Peninsula ..... Roads	1034 10	.....	1034 10
Inspection	1425 27	.....	1425 27
Kaministiquia (balance of 1885) ..... Bridge	133 60	.....	133 60
Kaministiquia ..... do	1292 18	.....	1292 18
Manitoulin Island ..... Roads	4928 68	605 73	5534 41
Mississaga ..... Bridge	4074 81	6331 28	10406 09
do River ..... Ferry Scow	150 00	.....	150 00
Oliver ..... Road	178 90	.....	178 90
Parkinson ..... do	750 00	131 15	881 15
Point De Meuron ..... Bridge	5840 89	.....	5840 89
Port Finlay ..... Road	876 44	124 30	1000 74
Port Lock ..... do	603 19	.....	603 19
Rabbit Mountain and White Fish Lake ..... do	3037 02	239 98	3277 00
Rainy River ..... do	4176 38	908 12	5084 50
Rat Portage and Keewatin ..... Bridges and Road	6668 21	112 18	6780 39
St. Joseph Island ..... Roads	1711 40	353 05	2064 45
Thessalon and Bright ..... Road	546 34	59 25	605 59
	43724 12	9339 36	53063 48
West Division.			
Alsace ..... Road	844 94	155 54	1000 48
Baysville and Huntsville ..... do	595 70	.....	595 70
Beaumaris ..... Bridge	200 00	.....	200 00
Black River ..... do	631 72	.....	631 72
Brandy Lake Creek ..... Work	352 89	.....	352 89
Burk's Falls ..... Road	262 91	.....	262 91
Burpee (extension) ..... do	683 85	.....	683 85
Cardwell Junction ..... do	400 00	.....	400 00
Chaffey (20 and 21 Side Line) ..... do	400 00	.....	400 00
Christie ..... do	1344 32	205 85	1550 17
Conger ..... do	35 00	.....	35 00
Cooper's Falls (D. and W. Road) ..... Bridge	176 71	.....	176 71
Denville Swamp ..... Road	939 15	95 63	1034 78
Distress River ..... do	910 77	.....	910 77
Draper and Gravenhurst ..... do	1652 51	192 51	1845 02
Eagle Lake ..... do	1394 99	.....	1394 99
Ferguson ..... do	465 98	.....	465 98
Fish Bay ..... do	99 32	.....	99 32
Golden Valley ..... do	1296 12	206 24	1502 36
Himsworth ..... Bridge	319 48	.....	319 48
Inspection	1799 31	.....	1799 31
do	32 55	.....	32 55
Joly ..... Bridge	62 19	.....	62 19
Junction, No. 1 ..... Road	846 23	157 06	1003 29
Katrine ..... Bridge	567 07	.....	567 07
Kearney or Sand Lake ..... Road	517 02	.....	517 02
Lake Joseph or Port Carling ..... do	1101 53	.....	1101 53
Leg Lake ..... do	50 00	.....	50 00
Macaulay ..... do	1292 34	206 80	1499 14
do (diversion) ..... do	703 00	.....	703 00

SUMMARY OF EXPENDITURE, ETC.—*Continued.*

		Cash.	Supplies from Department.	Total.
WEST DIVISION—*Continued.*		$ c.	$ c.	$ c.
Macauley, 25 and 26 Side Line	Road	300 10	.....	300 10
Maganetawan	do	858 72	266 35	1125 07
do	do	1000 97	.....	1000 97
Maple Island	Bridge	595 40	61 79	657 19
Mills Road	Bridges	151 72	.....	151 72
Monteith and Perry, No. 1	Road	684 09	165 71	849 80
do No. 2	do	92 00	.....	92 00
Muskoka (balance of 1885)	do	11 10	.....	11 10
Muskoka	do	1157 36	299 86	1457 22
do	do	146 74	.....	146 74
Musquosh	Bridge	6 50	.....	6 50
Nipissing	Road	16 00	.....	16 00
Northern	do	858 44	149 23	1007 67
North-West	do	892 34	92 77	985 11
Oakley	Bridge	66 72	.....	66 72
Oka	Road	695 60	132 62	828 22
Parry Sound, No. 1	do	539 27	.....	539 27
do No. 2	do	165 47	.....	165 47
Peninsula Lake	do	402 00	.....	402 00
Portage	do	602 80	.....	602 80
Port Sidney (balance of 1885)	Bridge	283 64	.....	283 64
Peterson	Road	440 67	.....	440 67
Restoul Lake	do	799 27	198 02	997 29
Rosseau and Nipissing	do	276 25	.....	276 25
Rosseau Falls (balance of 1885)	do	9 68	.....	9 68
Ryerson Centre	do	500 00	.....	500 00
Ryde Centre	do	500 75	.....	500 75
Seguin River	Bridge	1398 91	.....	1398 91
Sinclair and Bobcaygeon	Road	500 95	.....	500 95
South Armour	do	975 90	.....	975 90
Stephenson, Town Line	do	517 99	.....	517 99
do 12th and 13th Concession	do	241 92	.....	241 92
Stisted, South Town Line (balance of 1885)	do	50 56	.....	50 56
Stisted, South Town Line	do	298 11	.....	298 11
Stisted, Swamp	do	499 62	.....	499 62
Stisted, No. 2 (balance of 1885)	do	100 00	.....	100 00
Westphalia	do	603 50	.....	603 50
Whitestone Valley (balance of 1885)	do	107 20	.....	107 20
Whitestone Valley	Bridge and Road	900 45	276 76	1177 21
Wood	Road	399 79	93 17	486 96
		38620 10	2955 91	41576 01
EAST DIVISION.				
Addington	Road	887 99	120 24	1008 23
Anstruther	Bridge and Road	406 51	.....	406 51
Algona and Hagarty	Road	523 25	.....	523 25
Alice	do	401 35	.....	401 35
Alice and Fraser	do	511 64	.....	511 64
Bagot and Renfrew	do	536 95	.....	536 95
Barrie	do	347 63	.....	347 63
Bedford	Bridges	150 00	.....	150 00
Bell's Rapids and Carlow	Roads	442 15	119 44	541 59
Blairhampton	Road	153 25	.....	153 25
Bobcaygeon	do	313 20	.....	313 20
Bonnechere	do	221 95	.....	221 95
Brudenel, 16th Concession	do	530 43	.....	530 43
Buckhorn, No. 1	do	396 03	.....	396 03
do No. 2	do	178 22	13 38	191 60
Burleigh	do	792 25	.....	792 25
Burnt River	Bridge	253 90	.....	253 90
Callender Station	Road	500 80	.....	500 80
Chandos	do	75 24	.....	75 24

SUMMARY OF EXPENDITURE, ETC.—*Continued.*

——		Cash.	Supplies from Department.	Total.
EAST DIVISION—*Continued.*		$ c.	$ c.	$ c.
Clear Lake	Road	302 00		302 00
District Line	do	216 50		216 50
Douglas and Scotch Bush	do	504 25		504 25
Douglas and Renfrew	do	410 00		410 00
Dummer	do	238 55		238 55
Dungannon (balance of 1885)	do	26 56		26 56
Dungannon	do	167 96		167 96
Eganville and Foy	do	206 82		206 82
Eganville and Algona (balance of 1885)	do	22 95		22 95
Frontenac	do	877 69	130 74	1,008 43
Golden Lake	do	397 80		397 80
Grant Settlement	do	500 65		500 65
Grattan, 20th Concession Line	do	528 00		528 00
do 14th Concession Line	do	539 45		539 45
do and Clontarf	do	536 75		536 75
Hagarty and Brudenel Town Line	do	800 00		800 00
Hastings	do	528 58	88 12	616 70
Hinchinbrooke	do	300 00		300 00
Hyde's Chute and Sanson	do	861 85		861 85
Inspection		1,570 00		1,570 00
do		13 75		13 75
Indian River (balance of 1885)	Bridge	63 09		63 09
Ingoldsby Station	Road	147 00		147 00
Jones Falls and Battersea	do	704 32		704 32
Lavant (balance of 1885)	do	35 00		35 00
Lavant	do	555 70		555 70
Lonsdale and Bridgewater (balance of 1885)	do	98 40		98 40
Lonsdale and Bridgewater	do	323 50		323 50
Madawaska	Bridge	85 58		85 58
McClintock	Road	866 84	122 91	989 75
McCool's	do	600 00		600 00
McKenzie Lake	Bridge	442 28		442 28
Mattawa and Temiscamingue	Road	807 84		807 84
Miner's Bay	do	193 29		193 29
Mississippi, No. 1	do	704 84	100 43	805 27
do No. 2	do	300 00		300 00
Monck	do	829 15		829 15
Monmouth	do	1,100 02		1,100 02
Monteagle and Bartlett (balance of 1885)	Roads	25 22		25 22
Monteagle and Bartlett	do	566 56	149 75	716 31
Mud Lake	Road	253 05		253 05
North Bay and Temiscamingue	do	2,563 75	439 28	3,003 03
Opeongo, No. 1	do	1,340 77		1,340 77
do No. 2	do	301 95		301 95
Opeongo and Rockingham	do	200 00		200 00
Palmer Rapids	Bridge and Road	502 66		502 66
do North part	Road	411 80		411 80
Papineau, Concession B	do	500 04		500 04
Paudash Lake	do	437 86		437 86
Pembroke and Barry Bay	do	627 03		627 03
Pembroke and Mattawa	do	598 10		598 10
Perrault Settlement and Opeongo	do	328 29		328 29
Perrault Settlement and Sanson	do	253 18		253 18
Perth	do	999 67		999 67
Point Alexander and Bass Lake	do	518 20		518 20
Roche Fondeau	do	470 00		470 00
Ross	do	401 80		401 80
Ross and Bromley, Town Line	do	510 05		510 05
do Boundary	do	517 46		517 46
Scott	Bridge and Road	447 64		447 64
Sharbot Lake	Road	466 39	36 10	502 49
Shamrock and Calabogie	do	531 10		531 10
Shamrock and Douglas	do	871 35		871 35

SUMMARY OF EXPENDITURE, ETC.—*Continued.*

——	Cash.	Supplies from Department.	Total.
EAST DIVISION—*Continued.*	$ c.	$ c.	$ c.
Silver Lake ....Road	529 02	.....	529 02
Snowdon, 10 and 11 Side Line ..... do	334 71	51 80	386 51
Stanhope, 15 and 16 Side Line .... do	185 94	.....	185 94
Stafford .... do	208 38	.....	208 38
Sturgeon Falls ....Bridge and Road	2,095 91	3,321 73	5,417 64
Trout Lake and Folger..... ....Road	450 00	.....	450 00
Vennacher ..... do	424 58	.....	424 58
Wollaston and Faraday (balance of 1885)..... do	21 36	.....	21 36
Wollaston and Faraday, Town Line ..... . do	414 31	87 72	502 03
Waugh .... do	440 62	90 91	531 53
Wilberforce, 12th and 13th Concessions ..... do	403 99	.....	403 99
Wilberforce, 20th Concession ..... do	519 42	.....	519 42
Wilberforce, 25th and 26th Side Line (balance of 1885).... do	20 00	.....	20 00
	46,701 76	4,872 55	50,574 31

RECAPITULATION.

Expenditure in North Division.....	$53,063 48
do West Division	41,576 01
do East Division	50,574 31
Total Provincial Expenditure	$145,213 80

HENRY SMITH,
Supt. Col. Roads.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1886.